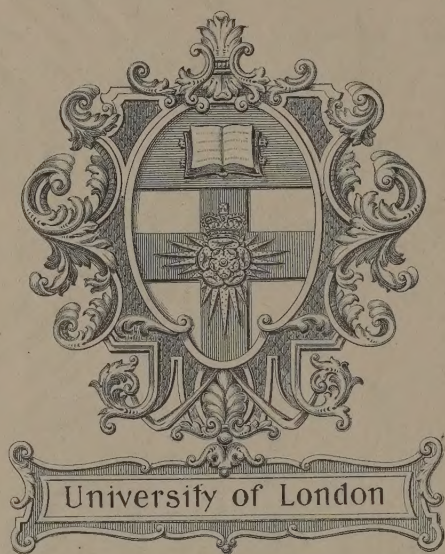






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ACCOUNTS AND PAPERS:

SIXTY-THREE VOLUMES.

— (46.) —

COMMERCIAL REPORTS—*continued.*

Session :

31 January 1893 – 5 March 1894.

V O L. XCV.

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1893-4.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 961.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

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JAPAN.

TOKIO.

M. de Bunsen to the Marquis of Salisbury.

My Lord,

Tokio, July 27, 1892.

I HAVE the honour to forward herewith a Summary of the Foreign Trade of Japan for the year 1891, which has been carefully and ably drawn up by Mr. E. M. Hobart Hampden, Student Interpreter at this Legation, in the place of Mr. Vice-Consul Longford, who had undertaken the task but was prevented by illness from completing it.

I have, &c.

(Signed) M. DE BUNSEN.

Report on the Foreign Trade of Japan for the Year 1891.

ABSTRACT of Contents.

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The figures quoted in the following summary, with the exception of the census of foreign residents, are based upon statistics given in the official return of the foreign trade of the Empire of Japan. Imports for the year are converted into sterling at the rate of 3s. 4d. to the dollar, exports at the rate of 3s. 2½d. to the dollar.

Total foreign trade. The total foreign trade of Japan for the year 1891 amounted to 23,286,798*l.*, composed of—

					£
Exports	..	..	..	..	12,798,920
Imports	..	..	..	..	10,487,878

Showing, as compared with the figures for 1890, an increase of 3,217,598*l.* in exports and a decrease of 2,793,016*l.* in imports, or a net increase on the whole foreign trade of 424,582*l.*, and an excess of exports over imports amounting to 2,311,042*l.*. Thus the position of the previous year, when imports exceeded exports by 3,699,572*l.*, was completely reversed.

Distribution among the ports. The distribution of the trade among the open and other ports* was as follows:—

YOKOHAMA.

					£
Exports	..	..	..	..	7,972,987
Imports	..	..	..	..	4,830,469
Total	..	..	..	..	12,803,456

HIOGO AND OSAKA.

					£
Imports	..	..	..	..	4,964,201
Exports	..	..	..	..	3,655,666
Total	..	..	..	..	8,619,867

NAGASAKI.

					£
Exports	..	..	..	..	618,358
Imports	..	..	..	..	488,689
Total	..	..	..	..	1,107,047

HAKODATE.

					£
Exports	..	..	..	..	102,792
Imports	..	..	..	..	36,247
Total	..	..	..	..	139,039

OTHER PORTS.

					£
Exports	..	..	..	..	449,117
Imports	..	..	..	..	168,272
Total	..	..	..	..	617,389

* The term "other ports" comprises Niigata, Shimonoseki, Moji, Hakata, Karatsu, Kuchinotsu, Misumi, Idzughara, Shishimi, Sasuna, and Otaru.

The unsatisfactory character of the import trade during 1891 is apparent from the above figures. The decrease, which is shared by all the ports in varying proportions, amounted to 1,774,467*l.* for Yokohama and to 786,921*l.* for Hiogo and Osaka, being mainly due to a falling-off in the importation of cotton yarn, wool and woollen manufactures, and of rice, which was brought into the country in abnormal quantities during 1890, owing to the failure of the previous year's crop. The falling-off in the demand for foreign rice was likewise mainly accountable for the decrease of 65,591*l.* and 92,347*l.* recorded against Nagasaki and the "other ports" respectively, while in the case of Hakodate, where a temporary demand for railway material had raised the value of the imports by 84 per cent. during 1890, a decrease of 73,690*l.* is in no way remarkable. It should be observed that, if the year 1890 be left out of consideration as being in some respects exceptional, the import trade during the past year shows an appreciable advance on previous years at all the ports but Yokohama, where the imports stood lower than in any year since 1886.

Yokohama, while showing the greatest decline in imports, is to be credited with the largest increase, amounting to 2,500,124*l.* in exports, attributable in great part to large operations in silk, while the single item of rice accounts for nine-tenths of the sum of 709,237*l.* which represents the increase in the volume of the Hiogo outward trade. The remaining open ports show a diminished export, Nagasaki of 111,942*l.* and Hakodate of 36,523*l.*, while in the case of the other ports there is an increased export of 156,702*l.*

The general depression which characterised the trade of Japan during the year 1891 is attributable, as in 1890, to fluctuations in exchange, the high price of rice, and excessive speculation in railway and industrial undertakings, which the earthquake of October 28, which wrecked the potteries and several cotton-spinning mills in the Gifu-Nagoya district, destroying 120,000 houses and, for a time, interrupting railway communication, operated as a special cause to paralyse commercial enterprise in Central Japan. With reference to the price of silver the report of the Yokohama General Chamber of Commerce contains the following observations:—"A serious adverse element in the trade has again been the fluctuations in the value of silver, and, consequently, the rates of exchange on gold-using countries, as Europe and America, the extreme variation in bank sight bills on London during the year having been nearly 12½ per cent. The fluctuations have made business very uncertain and perplexing. There are indications now which lead to the hope that the market price of silver will hereafter be more uniform than it has been during the past two years."

From tables published in the Japanese customs returns for 1891 it appears that 82 per cent. of the entire foreign trade was in the hands of foreign merchants, viz., 77 per cent. of imports and 87 per cent. of exports.

(1400)

A 3

Share of ports
in increase
and decrease.

Character of
year's trade.

Proportion of
trade in
foreign hands.

Distribution
of foreign
trade.

The following statistics give the distribution of the trade of Japan among foreign countries:—

Country.	Exports.	Imports.	Total.
	£	£	£
United Kingdom	906,582	3,332,675	4,239,257
Hong-Kong	2,024,383	848,268	2,872,651
British India	159,005	935,680	1,094,685
Australia	121,846	38,141	159,987
Canada	216,085	3,473	219,558
Total British trade ..	3,427,901	5,158,237	8,586,138
United States	4,795,254	1,140,008	5,935,262
China	937,598	1,466,405	2,404,003
France	2,433,387	472,338	2,905,725
Germany	234,420	854,579	1,088,999
Other countries and ships' use	970,360	1,396,311	2,366,671
Grand total	12,798,920	10,487,878	23,286,798

Comparing the above with the corresponding figures for 1890, the difference is as follows:—

UNITED KINGDOM.

				£
*Exports, decrease	..	..	..	47,933
Imports	..	..	..	1,802,927
Total decrease..	..	..	..	1,050,160

HONG-KONG.

				£
Exports, increase	..	..	..	560,799
Imports, decrease	..	..	..	44,817
Net increase	..	..	..	515,982

BRITISH INDIA.

				£
Imports, decrease	..	..	..	512,339
Exports, increase	..	..	..	59,003
Net decrease	..	..	..	453,336

AUSTRALIA.

				£
Imports, decrease	..	..	..	16,172
Exports	..	..	..	12,731
Total decrease..	..	..	..	28,903

* The total given in last year's summary should read 954,515l.

TOKIO.

5

CANADA.

					£
Exports, increase	..	..	..	..	42,953
Imports, decrease	..	..	..	..	696
Net increase	..	..	..	..	42,257

BRITISH EMPIRE.

					£
Imports, decrease	..	..	..	..	1,566,953
Exports, increase	..	..	..	..	602,091
Net decrease	..	..	..	..	964,862

UNITED STATES.

					£
Exports, increase	..	..	..	..	1,440,063
Imports, ..	..	..	..	..	22,895
Total increase	..	..	..	..	1,462,958

CHINA.

					£
Exports, increase	..	..	..	..	52,736
Imports, ..	..	..	..	..	28,382
Total increase	..	..	..	..	81,068

FRANCE.

					£
Exports, increase	..	..	..	..	1,019,233
Imports, decrease	..	..	..	..	156,428
Net increase	..	..	..	..	862,805

GERMANY.

					£
Imports, decrease	..	..	..	..	259,676
Exports, increase	..	..	..	..	91,061
Net decrease	..	..	..	..	168,615

Expressed in dollars, imports from China and America show a slight decrease. The opposite result here arrived at is due to the higher rate fixed for the conversion of imports into sterling in 1891 as compared with 1890.

British trade has lost ground. It now represents less than British trade. 37 per cent. of the total foreign trade of Japan as against 41 per cent. in 1890, while the actual decrease amounts to more than 960,000%. Among the principal countries trading with Japan, Great Britain and Australia alone show a decrease both on the import and on the export side. As regards most of the commodities supplied to Japan from abroad, all importing countries were similarly, though not equally, affected by the depression of trade,

but under the headings of mining and spinning machinery, aniline dyes, and iron nails. Great Britain receded while other nations advanced, and in the case of mercury, cotton handkerchiefs, and iron (rod and bar) the loss experienced by English trade was some measure of the gain which accrued to Spain, to Germany and France, and to Germany and Belgium respectively. On the other hand, locomotives and pig-iron were imported in increased quantities from the United Kingdom, mainly at Germany's expense.

The following tables give the articles showing the largest variation, as compared with 1890, in the direction of increased and decreased exportation to and importation from the United Kingdom:—

INCREASED EXPORT.

To—	Value.	
	1891.	1890.
	£	£
Great Britain—		
Fish-oil	6,524	158
Rapeseed and oil	21,232	2,353
Rice	284,806	31,409
Screens	30,687	21,858
Silk, raw	118,725	16,517
„ handkerchiefs	74,160	50,351
British India—		
Coal	34,031	14,184
Hong-Kong—		
Camphor	134,728	102,208
Coal	251,616	230,860
Copper	492,421	327,431
Matches	232,743	194,739
Rapeseed and oil	29,558	2,280
Rice	126,324	20,823
Silk handkerchiefs	30,669	13,606
Vegetable wax	41,011	28,702
British America—		
Tea (except green, basket fire)	143,611	84,495
Rice	17,579	6,202

DECREASED EXPORT.

To—	Value.	
	1891.	1890.
	£	£
Great Britain—		
Camphor	21,895	99,692
Copper	54,443	434,218
Porcelain and earthenware	42,966	52,437
British America—		
Green tea (basket fire)	36,439	64,252
Australia—		
Sulphur	776	1,871

INCREASED IMPORT.

To—	Value.	
	1891.	1890.
	£	£
Great Britain—		
Hats	66,335	54,309
Coal	23,639	17,700
Iron, pig.. ..	22,954	14,003
Italian cloths	303,478	269,323
Locomotives	84,623	77,139
Steel	33,652	26,423
Turkey reds	77,578	56,149
British India—		
Cotton, raw	563,662	181,000

DECREASED IMPORT.

From—	Value.	
	1891.	1890.
	£	£
Great Britain—		
Blankets.. .. .	41,496	89,145
Chintz	22,939	72,900
Cotton, satin, and velvet	65,648	98,342
„ yarn	742,185	1,035,881
Iron, bar and rod	96,223	107,157
„ rail.. .. .	80,733	145,338
Flannels.. .. .	11,817	33,492
Machinery, spinning	78,933	167,917
„ weaving	270	16,340
Portland cement	3,676	17,829
Railway carriages	36,503	92,674
Shirtings.. .. .	358,908	373,821
Steam boilers	20,329	41,237
Woolen cloth and mixtures	54,623	100,385
British India—		
Cotton yarn	189,243	575,661
Rice	30,196	556,000
Hong-Kong—		
Sugar, brown and white	829,437	871,213
Australia—		
Wool	26,469	48,625

Imports.

The position of 1890 was completely reversed during 1891 owing to the reaction following upon the previous year's excessive importation. In 1890 imports exceeded exports (the only instance during the past decade) by the large sum of 3,699,572*l.*; in 1891 exports preponderated over imports to the amount of 2,311,042*l.*, a figure only passed and barely passed in

in 1886. Not only did the rice import dwindle 1,347,886*l.* in value (the natural outcome of better harvests), but what in last year's summary was judged to be a "healthy growth"—of 400,000*l.* in sugar, 100,000*l.* in kerosene, 200,000*l.* in arms and machinery, 200,000*l.* in woollens, and 140,000*l.* in metals and manufactures of metals—has proved to be a merely temporary gain, which is this year more than cancelled by a decline in sugar of 77,578*l.*; in kerosene, of 48,463*l.*; in arms and machinery, of 421,043*l.*; in woollen goods, of 424,980*l.*; and in metals and manufactures of metals, of 236,737*l.* More than 2,550,000*l.* out of the total decrease of 2,793,016*l.* are thus accounted for; the falling-off under the four other heads of cotton yarn (680,000*l.*), books, chintzes, and shirtings aggregates 830,000*l.*, against which must be set off an increased import of raw cotton, drugs, and peas and beans in the respective proportions of 495,000*l.*, 40,000*l.*, and 34,000*l.*

Cotton yarn. Increased activity in the Japanese cotton-spinning mills and the heavy stocks on hand at the beginning of 1891 combined yet further to restrict the importation of foreign yarn, which since 1888 has shown a steady downward tendency. English yarns fell from 23,734,000 lbs. to 17,007,000 lbs., while Bombay yarns, which after a three years' supremacy had in 1890 hung behind the Manchester article, suffered a yet more disastrous relapse, dwindling from 18,511,000 lbs. to 6,048,000 lbs. The decline may be partly due to the general stagnation of the import trade, but taken in conjunction with the increased importation of raw cotton, amounting to nearly 32,000,000 lbs., it would seem to point towards the gradual closing of the market against foreign yarns with the exception of the higher counts, which are beyond the present capabilities of the Japanese manufacturer.

Raw cotton. As regards the import of raw cotton, the value of which, under the impulse of a native spinning industry, has more than quadrupled itself since 1888, and this year totals 1,366,000*l.*, it is interesting to note that British India, which in 1888 stood fourth and in 1889-90 second among importing countries, has now forged ahead of China (and thus to some extent recoups itself for losses on yarn), while the American article still continues to rise in favour. The growth of the trade and the relative position of the contributing countries is shown by the following statistics:—

IMPORTS OF RAW COTTON.

From—	Quantity.		
	1891.	1890.	1889.
	Lbs.	Lbs.	Lbs.
British India	35,327,393	9,976,284	426,054
China	24,018,352	22,325,716	25,862,623
United States	7,054,881	2,366,099	95,205

In cotton piece-goods there was a decrease of 39,000*l.* in Cotton piece-shirtings, 54,000*l.* in chintzes and prints, 16,000*l.* in velvets, and goods. 15,000*l.* in cotton satins, partially counteracted by an increase of 23,000*l.* in Turkey-reds and of 9,000*l.* in Victoria lawns. T-cloths remained stationary.

The total import of woollens amounted to 913,656*l.*, as against Woollens. 1,338,536*l.* in 1890. With the exception of Italian cloths, an article almost entirely supplied by Great Britain, which rose 34,000*l.*, the principal items under this heading show a decrease:—

	£
Raw wool to the amount of	26,000
Woollen yarn „ „	52,000
„ cloth „ „	89,000
Blankets „ „	51,000
Flannels „ „	83,000
Mousseline de laine „	187,000

The general stagnation of imports showed itself by a fall in Metals. metals and manufactures of metals to the extent of 237,000*l.* An increase is observable under the heading of lead, of pig-iron and steel, which in the case of Great Britain, the country mainly concerned, advanced 9,000*l.* and 7,000*l.* respectively; and of iron, bar and rod, but in no marked degree, owing to the fact that the gain of 69 per cent. which has to be credited to Germany and Belgium combined was in part counterbalanced by a fall of 12½ per cent. in the import from the United Kingdom. A sudden demand for wire nails for repairs after the great earthquake induced a larger supply at a lower price of that article, but other manufactures of metals receded, iron rails by 87,000*l.*, sundry iron ware by 116,208*l.*, and zinc by 25,000*l.*

The figures given below show the distribution between the three chief competing countries, Great Britain, Germany, and Belgium, of the value of iron nails, rails, and rod and bar imported into Japan during the year under review:—

Country.	Value.		
	Nails.	Rails.	Rod and Bar.
	£	£	£
Great Britain	20,306	80,736	96,223
Germany	79,000	32,527	17,290
Belgium	9,527	3,496	28,736

Kerosene.

KEROSENE.

From—	Quantity.		
	1891.	1890.	1889.
	Gallons.	Gallons.	Gallons.
Russia	7,978,180	6,532,330	6,707,135
United States	32,503,950	36,131,150	30,231,708
Total	40,482,130	42,663,480	36,938,843

From the above statistics it would appear that the American oil trade, after a steady expansion during several years, reached a climax in 1890, while on the other hand the trade in Russian oil continued to show an upward movement during 1891. Bulk importation of this oil in tank-steamers is contemplated as soon as satisfactory arrangements for storage can be completed. Prices fell throughout the year, and Mr. Consul Troup observes in his trade report for Yokohama that "the latter part of the year saw for the first time Russian oil sold at the same figure as American." It will be observed that the above figures for Russian oil in 1889-90 exceed those given in former summaries. The discrepancy is due to an error in previous official returns, corrected, in this year's issue, by which a certain proportion of the Russian import was improperly assigned to Turkey.

Sugar.

The net decrease in the quantity of this staple imported amounts to 3,200 tons, referable to a diminished importation of brown and unrefined white sugar. Deliveries of white sugar from the Hong-Kong refineries show a growth in quantity of close upon 3,000 tons and a decrease in value of 18,000*l.*, owing to a fall in prices.

Grain.

Under the heading of beans, peas, and pulse an increased import of 12,000 tons from China is to be noticed. Japan being in ordinary years independent of foreign rice supplies, the Indian import, which had swelled the imports of 1890 to an unprecedented degree, has shrunk to approximately one-eighteenth in volume. Corean rice was purchased in yet larger quantities, but at a lower price than in the preceding year.

Machinery,
&c.

Against a slight increase in the amount of war material and mining and paper-making machinery imported, a general decline in all other important items under the heading of arms, machinery, and instruments is to be set off:—

	£
Machinery, net decrease	232,000
Clocks, watches, and parts, decrease	63,000
Locomotives, railway carriages	65,000
Steam boilers, engines, decrease	34,000
Steamers, decrease	7,000

Locomotives, while showing a net decrease, stand for a higher

sum so far as Great Britain is concerned; on the other hand, there was a weaker demand for spinning, weaving, and paper-making machinery, railway carriages, and steam-boilers of English manufacture.

Under miscellaneous there is an increase on the store of provisions, drugs, dyes and paints, hides, coal, oilcake, timber, indiarubber ware and tobacco; and a falling-off in books, clothing, glassware, silks and satins, flax, canvas, carpets, cotton handkerchiefs, cordage, Portland cement, and spirituous liquors. Miscellaneous.

Japan is rapidly becoming her own manufacturer, and while still serving apprenticeship in some industries, is nearly independent of the foreign producer for the supply of certain western productions. During the past four years the development of home manufacture has made its influence felt to some extent, but spasmodically, on the importation of matches, printing paper, toilet soap, lead pencils, bricks and tiles, umbrellas, and boots and leather, and still more noticeably in the case of beer, cotton yarn, Portland cement, gunpowder, and saddlery, the decline in the importation of which articles has been steadily maintained, as is shown in the appended table, in which the figures represent the approximate percentage decrease in each year specified on that immediately preceding. The value in dollars, unconverted into sterling, has been made the basis of this calculation. Home manufacture as affecting imports.

Articles.	1891.	1890.	1889.
	Percentage.	Percentage.	Percentage.
Beer	29	30	52
Gunpowder	58	9	29
Portland cement	73	20	9
Saddlery	50	82	21
Cotton yarn	43	20	8

Exports.

Towards the increase of 3,217,598*l.* in exports, silk and rice contribute no less than 3,121,000*l.* between them, while the gain of 141,000*l.* in textiles, 61,000*l.* in tea, 47,000*l.* in floor matting, 45,000*l.* in matches, and 42,000*l.* in oil and wax, outweighs the loss of 118,000*l.* in copper, 65,000*l.* in camphor, and 47,000*l.* in coal and coal dust. Under other headings the variations were slight.

This year's export of silk reached the unprecedented figure of 5,178,307*l.*, as against 2,833,157*l.* in 1890 and 4,555,086*l.* in 1889, contributing as much as 40 per cent. of the value of the entire export trade. The largest customers of Japan, the United States and France, took respectively 1,120,000 lbs. and 330,000 lbs. more of the raw article than in 1889. Japan silk possesses the virtue of strength and of good white colour, but at present Silks.

is said to be open to the reproach of "nibbiness" and irregularity of colour and size, faults which the exercise of greater care in the process of preparation would correct.

Silk goods.

The trade in silk piece-goods, which since the period of its inception has expanded rapidly and continuously, and even in 1890, a year characterised by marked depression in the export of raw and waste silk, managed nearly to double its volume, has during the year under review progressed 47 per cent. as regards the amount exported, while there appears to be a growing demand for silk handkerchiefs in British markets.

Tea.

A considerable business was done in teas of indifferent quality, the total export reaching 53,100,000 lbs., valued at 1,131,000*l*. Of this quantity the United States took 41,600,000 lbs.; Canada, 8,990,000 lbs.; China, 1,550,000 lbs.; Hong-Kong, 660,000 lbs.; and Great Britain, 270,000 lbs.; but it is to be noted as regards the green variety, basket fire, that British requirements were satisfied with 1,350,000 lbs. less than in the previous year.

Grain and provisions.

During 1891 the price of rice still ruled higher than in any year from 1883 to 1889, and the export trade, while being four and a-half times greater than that of the previous year, did not fully recover its equilibrium, and with a value of 999,984*l*. fell behind the figures of 1889 and 1888 by 158,000*l*. and 140,000*l*. respectively. The export of wheat dropped 2,000 tons, while among other commodities included in the category of provisions a falling-off is to be remarked in cuttle fish, colle végétale, shell-fish and mushrooms, and an increase in rape-seed, seaweed, shrimps, and salt.

Coal.

The quantity of coal exported was 1,240,000 tons, representing a sterling value of 764,000*l*., as against 1,215,000 tons valued at 812,000*l*. in 1890.

Miscellaneous.

Mr. Ensle in his trade report for Hiogo and Osaka gives some interesting details respecting the manufacture of floor matting, an article which is deservedly rising in foreign favour and was last year exported from Japan to the value of 105,600*l*. Six-sevenths of this trade is with the United States. Other miscellaneous articles showing an increase are fans, screens, bamboo ware, straw plaits and umbrellas, while a decrease will be noticed in books, lacquer, rags, porcelain, and earthenware, and tobacco. A new feature of this year's trade is the export of 290,000 lbs. of raw cotton, all but 8,500 lbs. of which was delivered in Corea. The quantity sent abroad in 1890 was 400 lbs., in 1889 nil.

Distribution of exports.

Among the foreign countries participating in the export trade of Japan, the United States of America still hold the leading place, being followed in order by France, Hong-Kong, China, Great Britain, Corea, Germany, Canada, British India, and Australia.

TABLE showing the Value and Destination of some of the Principal Articles of Export.

Country.	Silk.	Tea.	Copper.	Coal.	Camphor.	Rice.	Dried Fish and Shell Fish.	Silk Hand- kerchiefs and Piece-goods.
	£	£	£	£	£	£	£	£
United States ..	2,800,036	932,888	492,421	..	78,758	149,332	..	395,474
Hong-Hong ..	..	..	..	251,616	134,728	126,324	224,264	47,117
France ..	2,033,161	..	..	..	..	..	..	175,883
United Kingdom ..	144,420	..	54,443	..	..	284,806	..	92,837
China ..	..	..	163,449	196,062	..	..	35,493	..
Canada ..	..	180,050	..	..	..	..	..	..
Germany ..	..	..	..	..	..	138,885	..	..
Australia ..	..	..	..	..	..	87,451	..	..
British India ..	..	..	37,484	34,031	..	..	..	..

Shipping.

The following comparative table shows the number and tonnage of foreign vessels and Japanese vessels of foreign build, whether steam or sail, entered at Japanese ports from abroad and coast-wise during the years 1890-91:—

Nationality.	1891.		1890.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1,002	1,719,790	1,042	1,737,333
German	363	389,771	313	315,770
French	79	188,792	79	191,399
United States	52	95,713	66	122,697
Other foreign countries	142	150,193	57	49,515
Total foreign ships ..	1,638	2,524,259	1,557	2,416,714
„ Japanese ships (of foreign build) ..	1,035	908,686	986	892,291
Grand total	2,673	3,432,945	2,542	3,309,005

The total tonnage is now approximately equally divided between British shipping and that of all other nations collectively, with a slight excess of 6,635 tons to the credit of the former. The year shows an advance in Japanese shipping of 49 ships and 16,395 tons; in German of 50 ships and 54,001 tons; and a falling-off in American of 14 ships and 26,984 tons; and in British of 40 ships and 17,543 tons. A slight decrease in tonnage is recorded against shipping under the French flag entered during the year, but it will be seen below that a larger proportion of the carrying trade fell to the share of France.

It appears from the figures quoted below that 56·3 per cent. of the total merchandise imported to and exported from Japan during 1891 was shipped in British, 10·3 per cent. in German, 11·7 per cent. in French, and 8·2 per cent. in American vessels, while the proportion of Japanese trade carried in Japanese bottoms represents 10·4 per cent. of the whole. France has advanced two places, while the position of Japan, which has passed Germany and has in turn been distanced by France, remains relatively the same:—

Nationality.	Exports.	Imports.	Total.
	£	£	£
British	6,655,445	6,465,638	13,121,083
French	1,887,514	841,210	2,728,724
Japanese	1,146,950	1,276,856	2,423,806
German	1,052,888	1,355,567	2,408,455
United States	1,598,169	329,690	1,927,859
Other countries	457,954	218,917	676,871
Total foreign trade ..	12,798,920	10,487,878	23,286,798

The number of the foreign residents at Tokio and the open ports on December 31, 1891, was 8,631, divided according to nationality as follows:—

	Number.
Chinese	5,250
British	1,382
American	721
German	432
French	324
Portuguese.. .. .	134
Dutch	81
Russian	64
Swiss	54
Danish	53
Other nations	136

Of the 567 foreign firms established in business at the open ports 116 were British, 56 French, 40 German, 38 American, and 280 Chinese.

COMPARATIVE Return of Foreign Import Trade of Japan during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Arms, machinery, and instruments		...	777,480	...	1,198,523
Clocks, watches, and parts... ..		...	108,295	...	170,877
Locomotives and railway carriages		...	142,481	...	210,413
Machinery		...	229,736	...	462,701
Steam boilers, engines, and parts... ..		...	22,721	...	56,063
Steamers	Number ...	6	111,845	9	119,110
War material		...	106,828	...	97,195
Beverages and provisions		...	147,822	...	134,593
Flour	Tons ...	5,373	57,084	3,970	37,308
Books and stationery		...	101,665	...	157,182
Clothing		...	125,920	...	134,230
Coal	Tons ...	14,871	23,820	11,403	17,956
Drugs, medicines, and chemicals		...	370,961	...	331,208
Dyes and paints		...	203,033	...	191,445
Glass and glassware		...	63,179	...	64,086
Grain and seeds		...	1,017,766	...	2,325,855
Beans, peas, and pulse	Tons ...	63,485	335,147	53,264	361,000
Rice		...	651,332	...	1,999,218
Hair, horns, ivory, skins, &c.		...	196,181	...	187,379
Hides	Tons ...	943	44,217	915	39,613
Leather	" ...	941	109,082	928	106,088
Metals and manufactures of		...	856,816	...	1,093,553
Iron, bar and rod	Tons ...	22,687	145,068	18,855	134,893
" rails	" ...	21,204	116,756	33,598	204,000
" plate and sheet	" ...	6,288	49,668	6,180	51,036
" nails	" ...	10,420	109,619	9,760	112,253
Lead, sheet, and tea-lead	" ...	2,529	40,796	2,724	44,310
Steel, wire, wire-ropes and steel ware		...	70,900	...	65,064
Zinc, sheet and old	Tons ...	1,618	34,907	2,572	59,411
Oil and wax		...	828,631	...	852,760
Kerosene	Gallons ...	40,482,160	755,953	42,663,580	804,416
Oilcake	Tons ...	15,602	59,332	8,147	31,573
Portland cement	" ...	4,207	7,907	14,720	28,580
Sugar	" ...	99,472	1,301,885	102,765	1,379,468
Brown	" ...	42,861	410,271	49,425	483,287
White	" ...	53,095	879,020	48,774	879,262
Molasses and syrup	" ...	3,403	9,902	4,566	16,924
Textile fabrics, &c., and raw material—					
(1.) Cotton		...	2,981,778	...	3,165,811
(a.) Manufactures—					
Yarn	Tons ...	10,294	931,548	18,890	1,613,310
Shirtings	Yards ...	34,834,550	336,013	37,798,704	374,841
Chintzes and prints	" ...	1,938,606	23,484	6,900,018	77,750
Velvets	" ...	1,671,853	45,822	2,500,821	62,213
Turkey-reds	" ...	8,010,013	82,522	6,370,690	59,542
Satins	" ...	1,164,651	22,647	2,155,453	37,431
T-cloths	" ...	2,626,842	23,510	2,587,485	23,478
(b.) Raw and on the seeds	Tons ...	47,550	1,366,542	30,853	871,937
(2.) Wool, and mixed cotton and wool		...	913,656	...	1,338,536
(a.) Manufactures—					
Mousseline de laine	Yards ...	14,323,521	315,314	19,342,501	452,464
Italian cloths	" ...	8,103,839	807,721	7,265,456	274,073
Woollen and mixed cotton and woollen cloth	" ...	538,846	82,824	1,125,854	171,653
Flannels	" ...	1,388,078	67,810	3,079,465	150,729
Blankets	" ...	...	41,957	...	92,987
(b.) Raw	Tons ...	290	34,425	513	60,111
(3.) Satins, silks, and mixed silk and cotton		...	89,230	...	100,364
(4.) Flax, canvas, and linen		...	64,360	...	64,100
(5.) Carpets, handkerchiefs, and all other textile fabrics		...	65,565	...	86,222
Tobacco		...	45,525	...	34,897
Wine, beer, and spirits		...	71,686	...	78,104
Sundries		...	283,688	...	302,480
Total		...	10,487,873	...	13,280,894

RECAPITULATION of Imports.

Articles.	Value.	
	1891.	1890.
	£	£
Cotton, raw	1,366,542	871,837
„ manufactured	1,515,236	2,293,974
Wool, raw	34,425	60,111
„ manufactured	879,281	1,278,425
Metals and manufactures of	866,816	1,093,553
Oils, wax	828,681	852,760
Sugar	1,301,885	1,379,463
Arms, machinery, instruments	777,480	1,198,523
Grain and seeds	1,017,756	2,325,855
Miscellaneous	1,909,876	1,926,393
Total	10,487,878	13,280,894

COMPARATIVE Return of the Foreign Export Trade of Japan during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Bamboo ware		...	26,318	...	32,920
Books and paper		...	43,449	...	46,740
Coal and coaldust	Tons	1,239,821	764,410	1,214,572	811,838
Drugs, medicines, dyes, and paints		...	403,327	...	479,440
Camphor	Tons	2,630	262,184	2,640	327,030
Ginseng		...	31,842	...	41,941
Sulphur	Tons	18,800	45,839	18,394	41,566
Fans	Number	15,724,048	58,633	14,189,431	57,448
Floors, matting		...	105,694	...	68,829
Grain, beverages, and provisions		...	1,757,986	...	1,012,892
Fish, dried, shell-fish, and shrimps	Tons	9,279	370,008	9,193	376,320
Mushrooms	??	919	90,101	1,027	93,136
Rice		...	999,984	...	224,030
Seaweed	Tons	19,255	123,505	18,846	115,098
Wheat	??	1,766	11,040	8,900	20,031
Lacquered ware		...	92,920	...	96,850
Matches	Gross	8,029,932	296,709	6,724,685	252,048
Metals		...	870,635	...	1,012,100
Antimony	Tons	1,824	37,417	1,677	59,238
Copper	??	17,242	790,121	19,215	908,581
Oil and wax		...	102,916	...	60,646
Fish, oil	Tons	2,530	28,293	895	10,604
Vegetable wax	??	1,582	50,990	1,212	45,170
Porcelain and earthenware		...	207,131	...	210,904
Rags	Tons	3,968	20,853	5,735	34,137
Bereens	Number	128,201	56,800	82,272	45,660
Silk		...	5,173,307	...	2,833,157
Raw and waste		...	4,887,834	...	2,781,322
Cocoons, pierced and waste		...	33,478	...	47,925
Straw plaits... .. .		...	31,186	...	14,760
Tea	Lbs.	53,098,917	1,131,881	49,360,000	1,070,922
Textiles and clothing		...	864,622	...	723,146
Cotton goods		...	60,417	...	44,346
Silk handkerchiefs		...	452,527	...	426,047
Other silk goods... .. .		...	318,379	...	228,534
Timber		...	30,283	...	30,183
Tobacco		...	17,252	...	22,780
Umbrellas, European	Number	657,882	25,992	450,808	19,335
Sundries		...	701,616	...	654,697
Total		...	12,798,820	...	9,581,322

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1053. Lima	1d.	1114. Vienna	1d.
1054. Bilbao	1½d.	1115. Stettin	2½d.
1055. Cadiz	2d.	1116. Berne	1d.
1056. Corunna	2½d.	1117. Palermo	2½d.
1057. Saigon	1d.	1118. Tokio	1½d.
1058. Port-au-Prince	1d.	1119. St. Petersburg	3d.
1059. Trebizond	1d.	1120. Teneriffe	1d.
1060. Barcelona	1½d.	1121. Damascus	1d.
1061. Tainan	1d.	1122. Naples	2d.

No. 1123.

Reference to previous Report, Annual Series No. 935.

JAPAN.

HAKODATE.

Mr. de Bunsen to the Marquis of Salisbury.

My Lord,

" Tokio, August 5, 1892.

I HAVE the honour to forward to your Lordship herewith the Hakodate Trade Report for the year 1891, which has been compiled by Mr. J. C. Hall, Her Majesty's Consul at that Port.

I have, &c.

(Signed) M. DE BUNSEN.

Report on the Trade of Hakodate for the Year 1891.

ABSTRACT of Contents.

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In this report is given a succinct review of the material resources and economical condition of the important island of which this port is the emporium. Introductory.

Under the head of commerce will appropriately come in such remarks as may be suggested by the returns of the trade and shipping of the port for last year, which, as usual, are herewith enclosed. Return of trade and commerce.

Products.

Although in extent the Island of Yezo is over 30,000 square miles, nearly the same size as Ireland, its population, while of late years steadily increasing, is still well short of 500,000, and the land under cultivation is just a trifle over 100,000 acres, or about the average of a single British county. As the Japanese are mainly an agricultural people and the island has been theirs Paucity of agricultural products.

for nearly two centuries, the above figures would of themselves suggest the conclusion that it is not well-suited for tillage. And this inference seems to me to be fully confirmed by the partial surveys and explorations that have been carried on during the last 20 years. Its infertility is due partly to the character of the soil, and partly, though in a less degree, to the climate. More than half of the island consists of rugged mountains, mostly of volcanic rock, covered with thickets and virgin forest; while of the low land in the river basins the main portion consists of swamps, which would require drainage on a large scale to render them arable. Cultivation is, with one or two inland exceptions, confined to the small fertile plains and patches about the mouths of rivers along the coast of the southern half of the island. And even if the extent of good soil were larger than it is, another serious bar to the extension of farming is interposed by the climate. Although the latitude of Yezo is the same as that of the northern half of Italy its climate resembles that of Southern Scandinavia or the North of Scotland. In spite of the warm current which constantly flows up the Japan Sea along the west coast and through the Tsugaru Straits the mean annual temperature at this port, the warmest part of the island, is only $47\frac{1}{2}$ degrees, and the thermometer ranges through 82 degrees Fahrenheit. The beneficial effect of the warm current on the west coast is doubly counteracted: first, by a cold current flowing along the north and east coasts of the island, which keeps them, for four months in the year, lined with a belt of drift ice varying from 5 miles to 10 miles in width; and secondly, by the westerly and north-westerly winds which, chilled by the cold of the Siberian wilds, prevail for more than half the year. In such a climate rice, the favourite cereal of the Japanese farmer, will not ripen; and as the rigorous winter lasts half the year, followed by a cold and protracted spring, he can get only one crop from the land in a year, as against the two, three, and even four crops yielded by the more favoured islands to the south. It is clear, therefore, that the production of cereals is necessarily slight, and the main reliance of the immigrant farmers must be root crops and fruit. In 1890 the yield of the various crops throughout the whole of the island was as follows:—

							Tons.
Rice	..	..	..	..	..	..	5,414
Barley	..	..	..	..	..	..	2,610
Wheat	..	..	..	..	..	..	1,141
Oats	..	..	..	..	..	..	1,187
Millet	..	..	..	..	..	..	3,171
Beans	..	..	..	..	..	..	9,047
Buckwheat	..	..	..	..	..	..	2,968
Maize	..	..	..	..	..	..	2,251
Beet	..	..	..	..	..	..	11,873
Rape	..	..	..	..	..	..	442
Potatoes	..	..	..	..	..	..	53,845
Flax	..	..	..	..	..	..	1,166
Indigo	..	..	..	..	..	..	286

The estimated value of the total agricultural produce above enumerated was under 250,000*l*.

Agriculture claimed notice first on account of the costly and long continued efforts made by the Government for its development; but the island's chief source of wealth lies in its coal beds. Abundance
coal. Fifteen years ago it was estimated by the American engineers who made the first surveys for the Government that the workable coal beds of Yezo contained 150,000,000,000 tons, or about two-thirds as much as the coalbeds of Great Britain. Doubts have sometimes been expressed as to the soundness of this large estimate, but time and further investigation have more than confirmed it. An elaborate Japanese report, embodying the results of the most recent surveys, was published in March this year. From this carefully compiled official document it appears, as the result of actual surveys just completed, that there are in the workable seams over 600,000,000 tons of coal, the total for all the rest of Japan being 700,000,000 tons. Of the Yezo coal, nine-tenths are found in one district, that of the valley of the Ishikari River, near the west coast; the remaining tenth being scattered over fine fields, of which the most important, that called Rumoé, in the province of Teshiwo, lies quite close to the coast on the same side of the island, just north of the head waters of the Ishikari River. Then come the Soya coalfield at the extreme north of the island and the Kushiro on the south-east coast, each containing 10,000,000 tons. The first coal mined in the island, at Iwanai in the province of Shiribeshi, belongs to the smallest of the six coalfields, containing barely 2,000,000 tons.

As regards the quality of this valuable mineral, although it is very uneven, and none of it stands in the front rank, even of Japanese coal, still it is all marketable, and some of the better class mines in the Ishikari field, notably those of Horonai, Ikushumbetsu, and Sorachi yield a coal not at all inferior to the product of the Kiushiu mines, the famous and fast dwindling Takashima alone excepted. Though found in comparatively recent geological strata they are true bituminous coals, widely renowned by their composition from all known coals of similar age, and equal in commercial value to Australian coal. Taking them all round at the low average of 6*s*. per ton it thus appears that the value of the coal treasures of the island is close upon 200,000,000*l*.

As compared with the coal reserves, the other mineral resources of the island are of minor importance. It was at one time thought that Yezo might almost rival Sicily in the richness of its sulphur supply, but later investigations reduce the estimate to much more modest dimensions. In a recent official report on the subject the total quantity of workable sulphur is set down as being about 315,000 tons. More than two-thirds of this is in one spot, the cluster of volcanic hills in the north of the province of Kushiro, especially those known as Atosa and Oakau. There are seven other localities where ore of the same rich quality, yielding about 80 per cent. of pure sulphur, is found, but in far smaller

Other
minerals:
sulphur.

quantities. Of these the three most considerable are Rausu, in Kunashiri, the most southerly of the Kuriles, containing about 30,000 tons; Kenruni, in the Ishikari province, with about 25,000 tons; and Shiretoko, on the eastern peninsula of the Island, with about 20,000 tons of crude ore. The estimated reserve of pure sulphur in the whole Hokkai Dō, or North Sea district, which embraces Yezo and the Kurile Archipelago, is, therefore, about 200,000 tons. In 1890 the quantity of ore worked was a little over 30,000 tons, which produced some 18,000 tons refined sulphur. At this rate the supply would not last much longer than 10 years. It must be borne in mind, however, that the ore included in the above official survey was only of the first quality, which is of quite abnormal richness. If it became profitable to work inferior veins, as poor, say, as those of Sicilian average, or if the use of pyrites in place of prepared sulphur should come to be extensively adopted in the arts, it is probable that this island might rank as second, but by a long interval, to Sicily as a source of supply for the world. America is the sole customer as yet for the Yezo sulphur, as its nearness and the consequent cheapness of freight is a set-off to the high first cost of the article as laid down at Hakodate. It may be as well to note that in the first necessarily rough and approximative report on the geology of Yezo the amount of workable sulphur was conjectured to be about 3,700 tons. It is probable that the latest official estimate of about a hundred times that amount still errs on the side of excessive caution.

Limestone.

Next in extent and value to sulphur amongst the mineral products of the island are its beds of limestone, a mineral the utility of which was so little understood in times past by the Japanese that for centuries they have got their supply of lime by burning shells. In proportion as bricks and mortar take the place of wood and mud for house building the value of this mineral will increase, and still more when the knowledge of its properties as an opener and fertiliser of heavy clay soils becomes more widely diffused amongst the farming class. It is found in 28 places throughout the island, very few of which have even begun to be worked. Three are within a few miles distance of this port; and a beginning has been made in turning to account this source of wealth by the establishment of a manufactory of Portland cement on the north side of the harbour. The limestone bed, about 5 miles long by nearly $1\frac{1}{2}$ miles broad, and of great but unknown depth, is about 6 miles off, in the village of Garono-Sawa; the clay, of very fine quality, is less than half that distance away at Moheiji. Another bed in the vicinity, at Yunosawa, is about 200 feet in thickness, but its extent has not been determined. All the limestone of the island is of highly metamorphic quality; but no veins of ornamental marble have yet been discovered.

Other minerals: copper, iron sand.

The few other minerals found in the island are not of much account. Like the other islands of the Japanese Archipelago, Yezo is singularly poor in iron. Hardly a trace of any of the

usual ores have been found in it. Small patches of magnetic iron sand occur on the south shore of Volcano Bay, and in a few places still smaller deposits of a hard, coarsely honey-combed bog ore (limonite), which is believed to have been formed from what were originally alluvial deposits of the above-mentioned magnetic iron sand. Neither of these forms of iron is easy to work; and the amount of them both together, if worked, would hardly, it is believed, yield more than 100,000 tons of pure iron.

Of other metals, gold dust, zinc, lead, silver, and manganese, there are scanty traces only. Copper is slightly more plentiful, in the three years 1888-90 some 2,400 tons of pyrites were extracted, value about 3,000*l*.

The sea round the island, however, has hitherto yielded annually much larger gains than the land, taking both agriculture and mining together. It was chiefly on account of its teeming fisheries that the Japanese have kept their hold on Yezo since the beginning of the seventeenth century. Not that there is any scarcity of fish food around the coasts of Japan proper; not a quarter of the fish taken in Yezo is intended for food. More than three-fourths of the annual catch (herring, pilchard, and sardines) goes to make manure for the rice-fields. Of late years, owing to steam communication, a larger proportion than formerly is being directly sold for food; but the methods of curing still leave much to be desired. In 1890 the export of fish manure was 136,000 tons, valued at over 800,000*l*., being about three-fourths of the aggregate of marine produce of all kinds, including seaweed. The export in the same year of fish for food was salmon and salmon-trout, 24,000 tons (value 124,000*l*.); herrings (mostly dried, few salted), 10,450 tons (value 80,000*l*.); miscellaneous, including dried cuttle-fish, cod, and molluscs, 3,300 tons (value 46,000*l*.); fish-oil, 2,032 tons (value 12,000*l*.). A large and growing fraction of the fish for manure is passed through rude oil-presses; the residuum, after the extraction of the oil, losing very little of its value as a fertiliser. Few varieties of oil can compete with fish oil as a lubricator of machinery, provided it be properly clarified, which Japanese fish oil seldom is. Doubtless the methods of purifying the oil will soon be improved, under the double stimulus of a rising price for the oil and a falling price for the fish manure, for the latter commodity is beginning to encounter the competition of bean-cake from North China as a fertiliser of paddy-fields.

A summary and comparison of the three great sources of produce—the sea, the soil, and the sub-soil—for the year 1890 (the latest for which the figures are obtainable) gives the following result:—

Marine
products and
fisheries.

Summary.

Produce.					Quantity.	Value.
					Tons.	£
Marine	..	..	..	..	200,266	1,200,000
Agricultural	..	..	..	..	95,350	220,000
Mineral	..	..	..	..	200,000	70,000
Total	..	..	..	..	..	1,490,000

Population.

Population.

Steady and even rapid as the increase of population has been throughout the past 25 years, the number of inhabitants is still very far below any standard that could be considered as at all adequate to the proper development of the resources of the island. Every year, for the purpose of gathering in the harvest of the sea, the resident population has to be supplemented by an influx of able-bodied labourers from the main island, amounting on the average for the last five years to over 60,000 men. These flock over principally from the northern provinces and from the fishing villages of the west coast as soon as spring sets in; and after the season's lucrative employment is over return to their homes at the approach of winter. From April till about the middle of July they are engaged in the herring, salmon, and sardine fisheries; then the gathering and drying of the edible seaweed begins, and during August and September furnishes them with full employment. During these summer visits to the coasts of the island many of these sea-harvesters become favourably impressed by the aspect of the country, and in the following or some subsequent year immigrate as permanent settlers.

The increase of population spontaneously brought about in this way has so grown of late years that it now far exceeds the Government-aided immigration. That this is the true explanation of the movement of population seems to be proved by the fact that the south-west peninsula, comprising the two provinces of Oshima and Shiribeshi, where the take of fish is most abundant, is also the part of the island where population is thickest. In the year 1889, the latest for which detailed returns are available, these two provinces contained 243,574 inhabitants, out of a total of 370,576 for the whole island. In that year there were five towns in the island with a population of over 10,000, as follows:—

						Population.
Hakodate	..	..	..	..	..	52,909
Otaru	..	..	..	..	..	20,162
Sapporo	..	..	..	..	..	16,876
Esashi	..	..	..	..	..	13,798
Fukuyama	..	..	..	..	..	12,044

Of the above, three, namely, the first, fourth, and fifth are in Oshima; Otaru is in Shiribeshi; whilst the capital, Sapporo, is

very close to it in the adjoining province of Ishikari. The population of this port is thus treble that of the titular capital, and it is steadily on the increase, having risen from 50,725 in 1887 to 57,943 in 1891. How rapidly the number of inhabitants is increasing in the island as a whole will appear from the fact that in 1868 the total population was 58,467, and 1891 was 429,159, being a rise from 2 to 12 persons per square mile. For the last three years the figures are—

							Population.
1889	..	..	..	..	..	..	370,509
1890	..	..	..	..	..	..	406,514
1891	..	..	..	..	..	..	429,159

In these totals are included the "tonden hei," or soldier-farmers, amounting, with their families, in 1890, to 12,166 persons; and the aboriginal Aimu, of whom there were only 16,765. Fishing and agriculture may be said to be as yet the sole industries; the mining of the coal is done mainly by convicts, of whom there are over 15,000 in the districts of the Ishikari Valley.

Commerce.

The foregoing facts show that the industrial development of the island is still in its infancy; hence it follows that its commerce cannot be large. It is rapidly increasing, however, and it is nearly all with the main island, the direct foreign trade being of insignificant extent.

The imports consist mainly of provisions, stores, and articles of prime necessity, such as rice, sauce, rice-beer, soy, sugar, tea, tobacco, oil, paper, clothing, copper, and iron utensils, fishing-nets, &c. In 1890 the value of the imports was 2,710,956*l*. One fact to be noted is that timber for house-building figures largely amongst the imports, although some four-fifths of Yezo is covered with forest. The timber of the island is not of good quality; experience has shown that however carefully seasoned it shrinks and warps after being worked up. The most valuable tree in the island, from a commercial point of view, is the poplar, from which Japanese lucifer matches are for the most part made. It is very abundant along the north-east coast, forests of it stretching for miles on the seaward slopes of the hills of the province of Kitami. It is cut up into billets about 2 feet long soon after being felled, and is sent in large quantities to Osaka, the principal seat of the match factories, yet the value of the imported building timber is greatly in excess of the exported match-wood. It is only the very poorest class of the Japanese people who are content with inferior wood for the joinery of their dwellings; and of the four favourite kinds—elm ("keyaki"), cedar ("sugi"), pine ("hionki"), and deal ("matsu"), not one is to be found in this island of sufficiently

good quality to compete with the ordinary grades of southern timber.

Exports.

The exports in 1890 amounted in value to 2,210,320*l.*, consisting of marine produce, sulphur, coal, and beans. Of these, with the exception of sulphur and seaweed, only a portion passes through this port for shipment. The coal is mostly shipped direct from Otaru. Much of the marine and miscellaneous produce is collected in dribblets by small steamers that ply along the coast. Nearly all the seaweed, however, is stored at and shipped from this port on account of the freight facilities not elsewhere obtainable. Sulphur is shipped here for San Francisco, being the only direct export abroad. Both these staple exports are subject to considerable fluctuations. Last year owing to the heavy damage done to the crop by the drift ice, the amount of seaweed exported was only 8,022 tons (value 50,540*l.*), being about half the quantity and value of the preceding year. On the other hand, sulphur showed a large rise, being, in 1891, 15,825 tons (value 36,535*l.*), or nearly double the export of the year before.

Direct foreign
trade of port.

To pass now from the trade of the whole island to the direct foreign trade of this port, it will be seen from the tables appended that there was a considerable falling-off in 1891 as compared with the year before. The general depression of trade that prevailed throughout the east was felt here also. The figures of the comparison are—

	Value.	
	1891.	1890.
	£	£
Imports	36,247	109,936
Exports	102,792	139,315
Total	139,039	249,251
Decrease in 1891 ..	110,212	..

Shipping.

The shipping of this port in 1891 shows an increase of 440 ships (88,406 tons over 1890), more than nine-tenths of this increase being under the Japanese flag; British tonnage remained steady at over 18,000 tons, though with a decrease from 16 to 13 ships; American tonnage in 1891 was 5,691 tons, 9 ships, against 2,874 tons, 5 ships, the preceding year; German shipping comes next, with 5 ships, 3,472 tons last year, there having been none the year before.

In explanation of the delay in forwarding this report I should state that, owing to the removal to Sapporo of all the records and statistics relating to the Hokkaido, I have experienced extreme difficulty in amassing information of later date than 1889, the latest year for which statistics have been published. Except as regards the minerals, the figures embodied in this report have been

partly obtained in dribblets from the mayor's office, and partly compiled from back files of the local Japanese newspapers.

Annex 1.—RETURN of the Import Trade of the Port of Hakodate during the Years 1891–90.

Articles.	1891.		1890.
	Quantity.	Value.	Value.
	Tons.	£	£
Rail iron	4,761	27,298	54,600
Machinery	..	..	37,186
Miscellaneous	..	1,949	18,250
Total	..	36,247	109,936

NOTE.—Exchange has been calculated at 3s. 4d. to the dol. for 1891, and 3s. 2d. to the dol. for 1890.

Annex 2.—RETURN of the Export Trade of the Port of Hakodate during the Years 1891–90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Iriko (Bêche-de-Mer) ..	68	7,888	905	11,912
Seaweed	8,022	50,540	15,098	94,512
Sulphur.. .. .	15,825	36,535	8,037	20,050
Miscellaneous	..	7,829	..	12,841
Total	..	102,792	..	139,315

NOTE.—Exchange has been calculated at 3s. 2½d. to the dol. for 1891, and 3s. 4½d. to the dol. for 1890.

Annex 3.—RETURN of the Values of all Articles Exported from
and Imported to Hakodate to and from Foreign Countries
during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	..	..	27,298	39,078
China	58,428	117,436	..	..
Germany	..	..	..	57,744
United States	36,535	18,176	..	..
Other countries	7,829	3,703	8,949	13,114
Total	102,792	139,315	36,247	109,936

Annex 4.—RETURN of all Shipping at the Port of Hakodate
during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	5,338	9	12,739	13	18,077
Japanese, foreign rig	362	26,893	2,643	895,652	3,005	922,535
Japanese, junk rig	1,767	41,418	..	..	1,767	41,418
American	9	5,691	..	..	9	5,691
German	..	..	5	3,472	5	3,472
Russian	..	..	1	220	1	220
Total	2,142	79,330	2,658	912,083	4,800	991,413
„ for the year preceding	1,981	78,059	2,279	824,943	4,360	903,007

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	5,338	9	12,739	13	18,077
Japanese, foreign rig	335	28,051	2,625	886,958	2,960	915,009
Japanese, junk rig	1,630	30,633	..	..	1,630	30,633
American	9	5,691	..	..	9	5,691
German	..	..	5	3,472	5	3,472
Russian	..	..	1	220	1	220
Total	1,978	69,713	2,640	903,389	4,618	973,102
„ for the year preceding	1,906	73,354	2,268	821,021	4,174	894,375

Annex 5.—RETURN of all Foreign Residents at Hakodate on
— December 31, 1891.

Nationality.	Number of Residents.	Number of Firms.
British	30	4
French	9	..
American	3	..
Russian	1	..
Chinese	30	5
Total	73	9

Elsewhere in the Hokkaido:—

	Number of Residents.
Sapporo, American	3
„ British	2
„ German	5
„ French	2
„ Belgian	1
Nemuro, American	4
Kushiro, British	1

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JAPAN.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF NAGASAKI.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1098.

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JULY, 1893.*

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1174. Havre	2½d.	1235. Ningpo	1d.
1175. Saigon	½d.	1236. Mannheim	1d.
1176. Baltimore	1½d.	1237. Dunkirk	1d.
1177. Brest	1d.	1238. Macao and Timor	1d.
1178. Buenos Ayres	½d.	1239. Madrid	½d.
1179. Adrianople	½d.	1240. Port-au-Prince	2d.
1180. Algiers	2½d.	1241. Frankfort	3d.
1181. Boston	1d.	1242. Erzeroum	1d.
1182. Marseilles	1½d.	1243. Palermo	3½d.
1183. Warsaw	1d.	1244. Naples	1d.
1184. Piræus	1½d.	1245. Guatemala	1d.
1185. Callao	1d.	1246. Madrid	1d.
1186. Jerusalem	½d.	1247. Gothenburg	2d.
1187. Chefoo	1½d.	1248. Brindisi	2½d.
1188. Munich	2d.	1249. Fiume	2d.
1189. Resht	1d.	1250. Leghorn	2½d.
1190. Batavia	1½d.	1251. San Francisco	5½d.
1191. Batoum	1½d.	1252. Bushire	2d.

No. 1253.

Reference to previous Report, Annual Series No. 1098.

JAPAN.

NAGASAKI.

Mr. de Bunsen to the Earl of Rosebery.

My Lord, *Tokio, May 4, 1893.*
I HAVE the honour to transmit herewith to your Lordship the Nagasaki Trade Report for 1892, which has been compiled by Mr. Quin, Her Majesty's Consul at that port.

I have, &c.
(Signed) M. DE BUNSEN.

Consul J. Quin to Mr. de Bunsen.

Sir, *Nagasaki, April 17, 1893.*
I HAVE the honour to submit herewith my Report on the Trade and Shipping of Nagasaki for the year 1892.

I have, &c.
(Signed) JOHN J. QUIN.

Report on the Trade and Shipping of Nagasaki for the Year 1892.

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(1584) A 2

General Trade.

Decrease of
imports and
exports.

The aggregate of the foreign trade of Nagasaki for the year 1892 amounted to 919,717*l.*, while in 1891 the total was 1,107,047*l.*, being a decrease of 187,330*l.* for 1892—

					Value.	
					1892.	1891.
					£	£
Imports	..	..	..	..	438,237	488,689
Exports	..	..	..	..	481,480	618,358
Total	..	..	..	..	919,717	1,107,047

This decrease during 1892 has taken place both in imports and exports. In imports the decrease amounts to 50,452*l.*, the smaller import in metals alone accounting for over 44,000*l.* In exports the decrease amounts to 136,878*l.*, of which over 105,000*l.* occurs in the item of coals.

Imports.

Cotton
manufactures.

Cotton manufactures, which in 1891 showed an increase of nearly 4,000*l.*, show a decrease in 1892 of 5,459*l.*, having dwindled to the very insignificant figure of 2,136*l.*

Trade with
Corea in grey
shirting and
Victoria
lawns.

This trade has been much smaller than usual, owing partly to the fact of the Corean market having been overstocked during the previous year, and partly to the Chinese steamers from Shanghai now running regularly to Chemulpo having taken a large portion of the trade that used to be done through this port.

Japanese dealers suffered heavy losses during 1891, mostly in produce imported from Corea, and a number of them who were considerable merchants are now reduced to small store-keepers, and are not able to make contracts, so that the business has fallen into the hands of Chinese.

Trade with
Corea in
kerosene oil.

Kerosene oil, which, like other produce for Corea, is imported in bond, has increased considerably; in 1890 less than 10,000 cases went from here, in 1891 over 25,000 cases, and in 1892 over 36,000 cases, all American oil. Other goods going from Japan to Corea are but trifling sundries, mostly going from Shimonoseki and Osaka.

Woollen and
mixed cotton
and woollen.
Metals, &c.

The import in woollen manufactures is hardly worth mentioning, having only amounted to 856*l.*

The imports of metals during 1892 have decreased considerably, being 15,854*l.* for the past year, as against 60,205*l.* in 1891, a decrease of 44,351*l.*

This is due to the fact that no rails were imported during 1892

for the Kiushiu Railway, while in 1891 they were imported to the value of over 34,000*l*.

There is again an increased import in white sugar of about 3,000,000 lbs., valued at 87,756*l*., showing an increase of 12,567*l*. over 1891. The trade in this article has been remunerative, and prices have been steadily maintained throughout the year under review, with an upward tendency towards the close. Sugar :
White.

The import of brown sugar has increased from 2,245,031 lbs., value at 12,031*l*., to 4,037,790 lbs., valued at 18,357*l*. Fully half the trade in brown sugar was in the hands of foreigners. The anticipations of the previous year as to the increase of the trade and the localities to be supplied from Nagasaki have been so far fulfilled. Brown.

The import of kerosene oil has increased some 300,000 gallons, with an increase of about 2,000*l*. in value. The year 1892 has been a better one for importers, and probably also for dealers, as prices during the year have mostly had an upward tendency, the American oil reaching to nearly 2 dol. per case at the end of the year. Deliveries for the year are the largest in the history of the trade of Nagasaki, amounting to some 273,000 cases. The increase, however, is entirely in American oil, Russian oil being almost the same as during the previous year, about 45,000 cases. The Russian oil does not appear to be in much favour here, the relative difference in price between it and American oil remaining greater than at other ports. The stocks of oil carried over at the end of the year were very small. Materials for tanks for the storage of Russian oil in bulk arrived here in the month of October, 1892, but up to the end of the year permission to erect them had not been obtained from the Japanese authorities. Kerosene oil.

There has been considerable opposition raised by those interested in the import of case oil, and land owners and residents in the vicinity of the proposed site for the tanks appear to be under apprehension of its liability to explode. Doubtless, however, it will only require a little time and careful explanation to overcome the existing difficulty.

Over 6,000 tons of Cardiff coal were imported, and, as in Coal. former years, were solely for the use of foreign men-of-war.

Powerful pumping machinery, valued at 13,562*l*., was imported for the use of the Mi-ike coal-mine. Pumps, &c.

The import of this article has more than doubled in 1892, 7,164,472 lbs., valued at 123,212*l*., were imported, as against 3,370,807 lbs., valued at 64,346*l*. in 1891, being an increase of 3,793,665 lbs., and 58,866*l*. Raw cotton

The native cotton crop was very poor in 1892, which was the cause of the great increase, and prices were higher. The cotton imported was largely from China, and to a smaller extent from India, mostly for use of the native spinning mills, of which the Mi-ike mills took about half, the other half being distributed among the mills in Kumamoto, Bichiu, and neighbourhood of Nagasaki, where it is spun into yarn of low numbers for the looms making native shirtings and cotton flannels.

Beans, &c.	There is again a very considerable decrease in the import of this article.
Oil or bean cake.	The import of this article shows an increase of about 800,000 lbs., with an increased sterling value of over 7,000 <i>l</i> .
Rice.	Rice was imported in the earlier part of 1892 to the amount of 637 tons, valued at 4,294 <i>l</i> ., against 1,165 tons, valued at 8,025 <i>l</i> ., in 1891.
Steamers.	One steamer, valued at 12,194 <i>l</i> ., was sold during the year.
Hides.	The trade in hides at Nagasaki has become quite insignificant. The Osaka market now takes most of the Corean hides for the tanneries there. The import amounted to 5,218 <i>l</i> .

Exports.

Teas.	The export of tea shows little or no change. The export for 1891 amounted to 6,669 <i>l</i> ., and that for 1892 to 6,839 <i>l</i> .
Rice.	Rice was exported during 1892 to about the same extent and value as in 1891. The respective figures being 3,928 tons, valued at 32,794 <i>l</i> ., in 1891, and 4,179 tons, valued at 32,468 <i>l</i> ., in 1892. The crop was a good one, but prices ruled fairly high during the year, and the difficulty of transport puts a stop to any development of the trade. Kumamoto, which is the centre of the Higo rice trade, is only 5 or 6 hours distant, but on account of the shallow water only very small steamers are capable of running there. Then the rice has to be brought from Kumamoto down the river in flat boats some distance, and there shipped. Should the weather be unpropitious delays occur, and even a small order cannot be executed to date with any certainty, and a cargo of 2,000 tons or 3,000 tons would take weeks to deliver. On the other hand if a cargo is required at Kobe or Osaka the rice can be placed immediately on the train, taken to Moji, there shipped at once for its destination, and delivered in 2 days. The cost of delivery at Osaka is not more than 1½ c. higher than the cost of transport to Nagasaki, which is more than compensated for by the certainty of despatch in the former case. For these reasons no improvement can be looked for until the railway is completed to Nagasaki, and the same remarks apply to the transport of wheat and other cereals and general merchandise.
Coals.	The export of coals from Nagasaki continues to decline. The total amounted to 418,277 tons, valued at 220,293 <i>l</i> .; in 1891, 474,943 tons, valued at 325,691 <i>l</i> ., were exported; a decrease in 1892 of 56,666 tons and 105,398 <i>l</i> . As on former occasions, I append returns of the output of the Takashima coal-mines for 1892 and its ultimate disposition.

TAKASHIMA Net Output during the Year 1892.

Description.	Quantity.
	Tons.
Large coal	182,012
Small „	188,963
Total	370,975

SALES and Destination.

Ports.	Quantity.	
	Large.	Small.
	Tons.	Tons.
Hong-Kong	43,036	34,640
Shanghai.. .. .	22,335	49,054
Yokohama	59,495	3,680
Kobe and Osaka.. .. .	1,674	3,158
Nagasaki	43,211	58,328
Singapore	10,041	7,944
Nine other ports	8,967	2,914
Total	188,759	159,718

The stocks of the coal on December 31, 1892, were 22,498 tons. The mine worked well all last year, but a seam on the island, and also the Nakanoshima seam, have given out, and it is expected that after June of this year the output will be considerably lessened. Borings are being made in various directions with a view to strike a continuation of the seam in the neighbourhood of the island.

The working of the Wusui mine is principally of a tentative character, and it is not proposed to sink a permanent shaft until the area of the coal field has been determined. The Kogayama mine was closed in August of last year, owing to the deterioration in the quality of the coal and the difficulty of working the seam, owing to the extreme dip. The Shuinui and Namazuta mines are in a flourishing condition, and produced during the year 117,465 tons and 122,178 tons respectively.

As during the year 1891 a quantity of coal was shipped from the special ports of export, as per following table, in addition to which local requirements have absorbed many thousand tons :—

Ports.				Quantity.	Value.
				Tons.	£
Shimonoseki	..	..	..	64,880	..
Moji	..	..	..	267,666	..
Hokata	..	..	..	321	..
Karatsu	..	..	..	40,664	..
Kuchinotsu	..	..	..	329,346	..
Misumi	..	..	..	5,857	..
Total	..	..	..	708,784	316,687

Export of coal from the above ports has largely increased, being 109,506 tons in excess of the previous year. The total output of the Chikuzen and Buzen collieries for 1892 was 1,035,000 tons, being an increase of 120,000 tons over 1891.

The trade has been much depressed in consequence of over-production, causing extremely low prices to rule throughout the year. Many new mines having been opened during the previous year or two, and the consuming markets having been flooded with Japanese coals, mostly of very inferior qualities, have combined to give a bad name to Japanese coals generally, and helped to keep down prices.

Tobacco. As predicted in last year's report the export of tobacco has been very small. The trade did not amount to 2,000% for every kind, prepared and raw leaf.

Camphor. Trade in camphor shows a considerable falling-off from 22,832% in 1891 to 7,703% in 1892. The production in this district has greatly diminished, and has become of minor importance. Values have fluctuated as usual, ranging from 32 dol. to 33 dol. in January and February, to 35 dol. and 39 dol. in June and August, jumping to 48 dol. and 50 dol. per picul in November and December. Very little was exported direct, most having been shipped to Kobe from here. Chinese shippers, however, took some for the Hong-Kong market, probably for re-export to India and Europe.

Flour. The export of this article appears for the first time in sufficient quantity to be quoted. It was exported to the extent of 14,242%. This flour was made at the Nagasaki Roller Flour Mill Company, Limited, and was mostly exported to Vladivostock. Foreign flour (American) was also imported to the value of 3,721%, of which about half, amounting to the value of 1,851%, was re-exported to Corea and Vladivostock.

The demand for flour is partly owing to the burning down of one of the Vladivostock mills, but apart from that the population is largely increasing, and a considerable number of coolies go there every spring. The trade is expected to increase unless the failure of the local wheat crop should cause too great a rise in prices, as occurred the year before last.

Dried fish, &c. The miscellaneous articles grouped under this head, and which include also papers, porcelain, timber, &c., form a large item of the

export trade, amounting to 191,063*l*. Nearly the whole of this trade is in the hands of the Chinese merchants, who find their market in Shanghai and Hong-Kong.

Shipping.

The returns of the total shipping which entered the port of Nagasaki during 1892 shows a very slight decrease on that of the previous year. The total entries amounted to 733 vessels, aggregating 897,274 tons, as against 746 vessels, of 899,732 tons, being a decrease of 13 vessels and 2,458 tons. There is a decrease of 9 in the number of British vessels, but a slight increase in the tonnage of 1,531 tons. German shipping shows an increase of 14 vessels and 1,889 tons. In Norwegian shipping there is a decrease of 14 vessels and 9,233 tons, while the Russians show an increase of 10 vessels and 18,599 tons. Japanese shipping also shows a decrease. In 1891 there were 281 vessels, of 335,993 tons, while in 1892 there were 274 vessels, of 324,811 tons, a decrease of 7 vessels and 11,182 tons.

Kuchinotsu.

There is also a slight decrease in the total shipping for the special port of Kuchinotsu of 12 vessels and 13,830 tons.

Moji.

The shipping at the port of Moji, however, shows an increase all round. The total figures are 209 vessels, of 247,296 tons, for 1892, those for 1891 being 119 vessels, of 159,781 tons, of which 123 vessels, of 178,868 tons, represents British shipping, as against 71 vessels, of 109,840 tons, during the previous year.

The grand total, however, of the shipping of all nationalities for the Consular district of Nagasaki shows an increase under each flag represented, except Norwegian, which has decreased by 26 vessels and 33,607 tons. The total figures are 1,107 vessels, of 1,322,240 tons, in 1892, against 1,042 vessels, of 1,251,013 tons.

Public Works.

No public works of any importance have been undertaken during the year under review.

Hardly any increase to the mileage of the Kiushiu Railway has taken place. It is frequently reported that the works are going to be resumed, and the last estimate published for the line from Saga to Nagasaki was 4,590,080 dol., being over 1,000,000 dol. in excess of the former estimate, which was 3,433,660 dol.

Several branch lines are in contemplation if ever the necessary funds are forthcoming.

Local Industries.

Silk. The silk industry was started some 5 years ago, and during the first few years experienced losses, owing to the causes mentioned in last year's report. However, during 1892 matters took a turn for the better, and prospects appear to be more favourable. Silk to the value of 36,430 dol. was produced, being more than double of the previous year. It was all sent north for sale, and the prices ranged from about 700 dol. to over 900 dol. per bale.

Tannery. The tannery is kept steadily at work, and is apparently sufficient to supply the local Japanese requirements.

Glass. The small glass factory also continues to work, but has not, apparently, extended its operations. The consumers are content with a common grade of merchandise, which can be sold very cheap. About one-third is exported, and the remainder is consumed locally.

General Remarks.

The same remarks about the unfavourable nature of the year's trade made in 1891 have to be repeated for 1892. Exchange has gone down steadily all during the year, causing great stagnation in trade, especially with gold using countries.

As will be noted from the figures in Annex 3, the imports from England, which were in 1891 164,266*l.*, went down to 77,293*l.* in 1892; exports also being respectively 16,189*l.* and 5,748*l.* Germany also shows a great decrease in imports from 41,719*l.* in 1891 to 8,713*l.* in 1892, and in exports from 7,241*l.* to 581*l.* The differences are not so observable with silver using countries.

Population. The Japanese population of Nagasaki on December 31, 1892, numbered 61,999, being an increase of 2,372 over that of the previous year.

**Annex 1.—RETURN of the Import Trade of Nagasaki for the
Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.*	Quantity.	Value.†
Cotton manufactures ...	...	...	£ 2,186	...	£ 7,595
Woollen, and mixed cotton and woollens ...	...	...	856	...	2,778
Metals, and manufactures of—					
Iron rails ..	Tons ...	...	...	5,051	34,193
" pipes ...	...	...	1,851	...	3,807
Miscellaneous ...	...	...	14,003	...	22,205
Sugar—					
White ...	Lbs. ...	13,101,652	87,756	10,367,672	75,189
Brown ...	" ...	4,087,790	18,357	2,245,031	12,031
Miscellaneous, Western—					
Engines, and parts of ...	...	...	2,381	...	3,147
Machinery, spinning ...	...	...	...	...	19,713
" various ...	...	...	7,456	...	10,990
Pumps, and parts of ...	...	...	13,662	...	...
Railway carriages, and parts of	...	...	7,606	...	3,624
Coal ...	Tons ...	6,221	3,747	3,693	4,694
Drugs ...	...	...	3,725	...	4,290
Dyes ...	...	...	5,073	...	5,787
Beverages, provisions, &c. ...	...	...	8,580	...	11,241
Silks and satins ...	...	...	6,336	...	6,423
Wines, spirits, beer, &c. ...	...	...	3,628	...	5,389
Kerosene oil ...	Gallons ...	2,600,140	40,301	2,330,735	42,497
Steamers ...	Number ...	1	12,194	2	71,229
Miscellaneous, Eastern—					
Raw cotton ...	Lbs. ...	7,164,472	123,212	3,370,807	64,346
Beans, pulse, &c. ...	" ...	2,898,005	5,791	3,967,958	9,841
Rice ...	Tons ...	687	4,294	1,166	8,025
Oil cakes ...	Lbs. ...	21,010,717	27,942	12,919,980	20,408
Hides ...	" ...	325,486	5,218	229,052	4,236
Sundries ...	...	...	27,333	...	35,061
Total ...	...	...	438,237	...	488,689

* 1 dol. = 2s. 11½d.

† 1 dol. = 3s. 4d.

Annex 2.—RETURN of the Export Trade of Nagasaki for the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.*	Quantity.	Value.†
			£		£
Tea—					
Green, basket-fired	Lbs.	262,291	2,884	130,617	1,531
Bancha, and sundries	”	...	3,965	1,106,332	5,138
Rice	Tons	4,135	32,468	3,928	32,794
Coal	”	191,841	98,227	256,187	177,111
for ships' use	”	123,073	74,016	121,323	86,644
dust	”	99,362	48,050	97,433	61,936
Dried fish—					
Cuttle fish	Lbs.	3,671,360	56,916	3,801,137	67,255
Irico	”	227,553	8,712	200,893	7,930
Sharks' fins	”	...	...	108,812	4,479
Shrimps	”	...	...	183,687	3,175
All others	”	...	...	225,057	903
Shell fish—					
Awabi	Lbs.	368,889	11,861	369,212	12,881
All others	”	...	5,320	...	4,933
Miscellaneous—					
Camphor	Lbs.	207,677	7,703	556,115	22,832
Charcoal	Tons	8,968	9,854	7,960	10,426
Grain, provisions, &c.	”	...	16,465	...	24,257
Flour	Lbs.	3,289,016	14,242	...	...
Mushrooms	”	243,764	15,496	377,300	16,564
Paper and books	”	...	9,657	...	9,811
Porcelain	”	...	8,667	...	9,592
Textile fabrics	”	...	11,285	...	12,178
Tobacco	”	...	...	...	6,177
Timber	”	...	7,701	...	7,801
Wheat	Lbs.	...	...	354,957	800
Other articles	”	...	29,129	...	19,207
Total Japanese produce	...	...	472,608	...	605,855
Foreign produce and manu- factures	...	...	8,372	...	12,503
Grand total	...	...	481,480	...	618,358

* 1 dol. = 2s. 10½d.

† 1 dol. = 3s. 2½d.

Annex 3.—RETURN showing the Total Value of all Articles Exported from and Imported into Nagasaki from and to Foreign Countries during the Years 1892–91.

Nationality.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain—				
England	5,748	16,189	77,293	164,266
Australia	22	1,676	2	238
Canada	680	16	3	..
Hong-Kong	126,081	227,228	95,635	85,266
India	11,728	104	9,878	8,171
United States	3,813	5,699	44,792	50,252
Germany	581	7,241	8,713	41,719
Belgium	..	..	211	1,042
Russia	64,817	35,874	9,129	7,719
China	175,007	210,390	176,089	113,947
Corea	15,387	17,208	10,787	17,124
Other countries	3,354	9,708	5,755	8,945
Total	407,218	531,333	438,237	488,689
Ships' use	74,262	87,025	..	..
Grand total	481,480	618,358	438,237	488,689

Annex 4.—RETURN of all the Shipping in the Consular District of Nagasaki during the Year 1892.

ENTERED NAGASAKI HARBOUR.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Japanese ...	...	...	274	324,811	274	324,811
British ...	20	16,762	199	355,876	219	372,638
German ...	1	484	170	125,272	171	125,756
Norwegian ...	...	...	22	18,122	22	18,122
Russian ...	...	...	45	54,647	45	54,647
Other countries ...	1	89	1	1,211	2	1,300
Total ...	22	17,335	711	879,939	733	897,274
„ for the year preceding ...	24	14,550	722	885,182	746	899,732

ENTERED KUCHINOTSU.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Japanese ...	21	9,207	64	37,116	85	46,323
British ...	3	3,506	65	107,547	68	111,053
German ...	...	...	3	1,493	3	1,493
Norwegian ...	...	...	9	18,801	9	18,801
Other countries ...	...	...	...	...	...	...
Total ...	24	12,713	141	164,957	165	177,670
„ for the year preceding ...	27	11,859	150	179,641	177	191,500

ENTERED MOJI.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Japanese ...	2	894	12	9,095	14	9,989
British ...	4	1,868	119	177,000	123	178,868
German ...	...	...	65	52,793	65	52,793
Norwegian ...	...	...	6	4,974	6	4,974
Other countries ...	...	...	1	672	1	672
Total ...	6	2,762	203	244,534	209	247,296
„ for the year preceding ...	...	...	119	159,781	119	159,781

TOTAL for the Three Ports within the Consular District of Nagasaki.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Japanese ...	23	10,101	350	371,022	373	381,123
British ...	27	22,136	383	640,423	410	662,559
German ...	1	484	238	179,558	239	180,041
Norwegian ...	...	...	37	41,898	37	41,898
Russian ...	...	...	45	54,647	45	54,647
Other countries ...	1	89	2	1,883	3	1,972
Total ...	52	32,810	1,055	1,289,431	1,107	1,322,240
„ for the year preceding ...	51	26,409	991	1,224,604	1,042	1,251,013

Annex 5.—RETURN of Foreign Residents and Firms in Nagasaki
on December 31, 1892.

Nationality.	Number of Residents.	Number of Firms.
British	92	5
American	60	4
Austro-Hungarian..	19	1
Belgian	2	..
Chinese	600	35
Danish	20	2
Dutch	4	..
French	50	4
German	16	2
Italian	5	..
Portuguese	10	..
Russian	54	2
Other nationalities..	..	..
Total	932	55

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JAPAN.

REPORT FOR THE YEAR 1892

ON THE

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JAPAN.

YOKOHAMA.

Mr. de Bunsen to the Earl of Rosebery.

My Lord,

Tokio, May 4, 1893.

I HAVE the honour to transmit herewith to your Lordship the Yokohama Trade Report for 1892, which has been compiled by Mr. Troup, Her Majesty's Consul at that port.

I have, &c.

(Signed) M. DE BUNSEN.

Consul James Troup to Mr. de Bunsen.

Sir,

Yokohama, April 29, 1893.

I HAVE the honour to transmit a Report on the Trade and Navigation of this place during the year 1892.

I have, &c.

(Signed) JAMES TROUP.

Report on the Trade and Navigation of Yokohama for the Year
1892.

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General Remarks.

Returns.

There are five returns, as enumerated above, transmitted with this report. Of these, the first three are compiled from the revised customs statistics; the returns of shipping and of foreign residents and firms from figures received from the various foreign Consulates, and from the customs. I am also indebted, for various information given in this report, to the Japanese authorities, to the statistics compiled by the Yokohama General Chamber of Commerce, and to private individuals.

Rates of
silver dollar.

In the valuation of imports the customs figures are converted into sterling at the rate of 2s. 11 $\frac{1}{2}$ d. per yen or silver dollar, being the average for the year of the quarterly rates used by the customs in their conversions from gold into silver. In the valuation of exports and in other calculations in this report the silver dollar is taken as equal to 2s. 10 $\frac{3}{4}$ d., being the mean of the monthly averages of the bank sight rate for the year.

Gross trade in
1891-92.

The returns show that the total value of the foreign trade of the port for the year amounted to 13,563,205*l.*, being 4,683,018*l.* value of imports, and 8,880,187*l.* value of exports. The total value of the trade in 1891, as shown in last year's report, was 12,803,455*l.*, being 4,830,469*l.* value of imports, and 7,972,986*l.* value of exports. It has been pointed out that, inasmuch as the valuations of imports, as given in the customs statistics, are, with insignificant exceptions, the first cost or invoice values of the goods, to arrive at the figure which Japan actually pays for her imports, an addition should be made to the figures given in these statistics. It is naturally a matter of some difficulty to determine exactly what such addition should amount to, but it would appear that the one suggested of 15 per cent. is, on the whole, a very fair one. Applying this correction to the import figures both of 1891 and 1892, we arrive at a sum of 5,555,039*l.* as the value of imports in the former year, and of 5,385,471*l.* in the latter; and, of the total trade, of 13,528,025*l.* in the former year, and of 14,265,658*l.* in the latter. To arrive at still more nearly exact figures, it would have been necessary to have separated the imports arriving from gold-using countries from those arriving from silver-using countries, and to have applied to the values of the latter the same rate of conversion as that applied to exports. This would probably have reduced the above valuations of imports by about 1 per cent. of their total amount; but where, at best, the valuation is but approximate, the error resulting from the method actually adopted cannot be considered a serious one.

Increase in
gross trade.Decrease in
imports.

It would thus appear that the total value of the trade of the port, as expressed in gold, was last year greater by about 5 $\frac{1}{2}$ per cent. than that in 1891; that the import trade had decreased about 3 per cent. in value, and the export trade had increased about 11 $\frac{3}{8}$ per cent.

Increased
deliveries.

Notwithstanding that the statistics of imports thus show a falling-off in gold values, it will be seen by the quotations made in this report of deliveries that an increased consumption has been

the rule in the case of nearly all staple imports, the chief exception being in iron, stocks held over from the previous year having thereby become much reduced. Reduction of stocks.

The silver valuation of the trade, as given by the customs, shows an increase both on the import and export sides. The figures are— Silver values of the trade.

				Value.	
				1892.	1891.
				Dollars.	Dollars.
Imports	..	..	..	\$1,328,904	28,982,816
Exports	..	..	..	61,552,204	49,540,894
Total trade	..	..	..	\$2,881,108	78,523,710

Specie has been imported to the value of 669,022*l.*, being 135,748*l.* in gold, and 533,274*l.* in silver; and exported to the value of 1,172,341*l.*, being 1,042,462*l.* in gold, and 129,879*l.* in silver. Exports exceeded imports by 503,319*l.* Specie.

Duties levied by the customs amounted to 450,237*l.*, being 255,746*l.* on exports, 190,003*l.* on imports, and 4,488*l.* miscellaneous duties. Customs duties.

In the spring of last year there was a wave of depression in commercial circles in the Far East, indicated by a general shrinkage in the value of shares of joint-stock companies and otherwise, and accompanied by some failures in the banking and trading world. In this depression this port participated; but, notwithstanding this, it is now recognised that the year has, on the whole, been a satisfactory one for the foreign merchant here; and it has proved a specially prosperous one for the people of this country. The Japanese producer has been getting high prices for his produce, while consumers of imports have been supplied at minimum rates. For two successive years also crops in the country have been good. Character of the year's trade.
Crops.

British Trade.

The trade between the various portions of the British Empire and this port amounted in all—following the customs returns—to the equivalent of 2,525,028*l.* for the declared value of imports, and 1,019,554*l.* for that of exports. To arrive at a more nearly exact estimate of this trade, the correction of 15 per cent., which has been applied above to the totals of the general table of imports, should be applied to the total of imports in the table of British trade. This will give 2,903,782*l.* as the gold value of the total imports from the British dominions, and 3,923,336*l.* as that of the total trade of the year with the same, or 27½ per cent. of (1885) British trade.

Decrease with the total trade of the port. This shows a decrease of $2\frac{1}{2}$ per cent., as compared with the ratio of the British to the total foreign trade of the port in 1891. The decrease occurs with the trade with the United Kingdom, with Canada, with Australia, and in exports to Hong-Kong, while in imports from Hong-Kong and in the trade with British India there is an increase. It should further be noted that the decrease of this trade is under the head of exports; in the total of imports from the British dominions there is an increase.

Imports.

The following estimate of the deliveries during the year of cottons, woollens, and other manufactures are taken from the statistics compiled by the Yokohama General Chamber of Commerce:—

ESTIMATE OF DELIVERIES.

Articles.		Deliveries.	
		1892.	1891.
Cotton yarns—			
English	Lbs. ..	12,748,000	12,584,400
Bombay	" ..	1,258,400	1,480,000
Grey shirtings	Pieces ..	400,200	464,350
T-cloths	" ..	60,082	61,950
Indigo shirtings, &c.	" ..	127,170	124,850
Prints	" ..	174,568	84,650
Cotton Italians	" ..	43,738	14,000
Turkey-reds	" ..	184,770	285,900
Velvets	" ..	54,328	24,260
Victoria lawns	" ..	71,890	56,000
Silk-faced satins	" ..	17,072	16,480
Flannel	" ..	57,872	43,500
Italian cloth	" ..	154,860	131,500
Mousselines	" ..	415,320	298,300
Cloth	" ..	7,970	5,127
Blankets	Pairs ..	176,927	157,650

The most marked increase shown by these returns appears under the headings of prints, cotton Italians, velvets, Victoria lawns, flannel, Italian cloth, mousselines, cloth and blankets, the most marked decrease under the headings of grey shirtings and Turkey-reds. Stocks, except in the case of Bombay yarns, T-cloths, Victoria lawns, and blankets, had decreased in most instances largely during the year.

The variation in the deliveries of cotton yarns is not great either way; there is a slight increase in English, and some decrease in Bombays. Indeed, it is somewhat remarkable that the decrease has not been greater, considering the competition now experienced, of Japanese spinnings. According to an official

return taken in November last there were in Japan 37 cotton-spinning mills, with 447,376 spindles. It would seem as if the total consumption of yarn in the country had increased, the increase being chiefly, if not entirely, in home spinnings.

English yarns continue to be used by manufacturers of certain fabrics for which the home-made yarns are not suitable. In this way a development has taken place of the trade in what are known as twofolds, 2/32's and 2/42's, and in gassed yarns. Special English yarns in demand.

Grey shirtings still occupy the chief place among cotton piece-goods, but with a tendency to a decreasing consumption. Grey shirtings.

In T-cloths a decrease has been apparent during the last few years. T-cloths.

Printed cottons and chintzes may be said to have recovered their previous position, the large stocks brought over from 1891 having been wrought off. Prints.

Velvets show a large increase both in imports and deliveries. Velvets.

Thread, last year, claims separate mention in the import table. Thread.

Woollens generally are a somewhat uncertain business. Last year, flannels, which are mostly of German origin, showed a large increase both in import and delivery. Mousselines de laine continue to hold the premier position among woollens. Woollens.

On the whole, the trade in cottons and woollen manufactures, from the reduction of stocks last year, is now in a distinctly healthier condition than it has been for some time. Stocks, and condition of the trade.

The metal trade of last year, like that of the two previous ones, has not been generally satisfactory for importers; for, although silver prices here have, for most sorts, advanced, while the home cost has declined somewhat, these movements have not kept pace with the fall of silver, and it has been with difficulty that anything like covering prices could be obtained for metals. Metals.

Deliveries of iron of all kinds, but excluding nails and other manufactured iron, are given by the Chamber of Commerce at the equivalent of 18,662 tons as against 21,566 tons in 1891. Iron.

Deliveries of bar-iron, &c., are given at 11,146 tons as against 12,302 tons in 1891. A new feature of this market has been considerable shipments of continental iron, chiefly Belgian, which the trade has taken in preference to English or Scotch, as it is cheaper in price. Unless, therefore, British iron comes down in price, it would appear as if a further falling-off in its import here may be looked for. Prices here rose from 2 dol. 80 c. and 2 dol. 95 c. per picul (133½ lbs.) at the beginning of the year, to 2 dol. 90 c. and 3 dol. 5 c. per picul. Continental iron.

Deliveries of iron-plates and sheets were 2,899 tons as against 3,854 tons in 1891; of hoop-iron, 223 tons. Plates.

Deliveries of wire nails amounted to 8,384 tons as against 4,979 tons in 1891. The trade in this article is a growing one. Over one-half of the import may be looked upon as of German origin, and next in bulk, is the import from Belgium. Wire nails.

Pig-iron shows a decreased import and a decreased delivery. Deliveries amounted to 3 558 tons as against 4,134 tons in 1891. Pig.

(1585)

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In connection with this import it may be mentioned that a contract has been entered into by the Tokio Municipality with a Japanese company for the manufacture, in Tokio, of pipes for the waterworks to be constructed for that city.

Prospect for
pig.

This ought to stimulate the import of pig-iron through this port during the current year.

Galvanised
iron.

Deliveries of galvanised iron were 520 tons as against 625 tons in 1891, of tin-plates, 7,632 boxes as against 5,750 boxes.

Causes of
decrease of
deliveries.

From the above it appears that deliveries of all classes of iron named above, with the exception of wire nails and tin-plate, have decreased. Probably this is sufficiently accounted for by the ever increasing cost, in silver, of imported iron to the Japanese consumer, who will use up such old iron as may be within his reach before he will buy new at the enhanced price which the importers must get, or cease the supply. It is possible, however, that an increased production of iron in Japan may also be affecting the import.

Production of
iron in
Japan.

The production of iron in Japan in 1890 has been estimated at 17,435 tons from iron sand, and 3,782 tons from Kamaishi ore. In 1891 the latter production rose to 4,794 tons, and, in the first half of 1892, to 3,093 tons.

Kamaishi
iron.

Trials with Kamaishi pig have been made at Osaka, it is reported with success, in the casting of cannon, for which hitherto Italian iron has been used; Kamaishi iron is used there along with English in the making of water-pipes also. The proposition is to make the Tokio water-pipes of the same, it is certain, however, that neither in quantity nor quality is the Kamaishi pig alone sufficient for this purpose. It is reported that in Government departments a preference is given, even at a higher price, to Kamaishi pig over Scotch brands.

Condition of
the iron trade.

The importation of the above classes of iron, except wire nails, having been less last year than in the previous one, stocks at the end of the year were small notwithstanding the general falling-off in deliveries. Shipments also are understood to be light. Another feature in the trade is that importers, having experienced serious losses from the fall in exchange in the past, have refused to contract for supplies unless either at high dollar prices or in sterling. With these and other restrictions on over-trading, the position in this branch of import also may be looked upon as healthy.

Proportion
from the
United
Kingdom.

The quantity of the above classes of iron which comes from the United Kingdom, excepting as before, wire nails, may be taken as being about five-sevenths of the whole.

Import of
metal
manufactures.

It is somewhat difficult to follow details of the very considerable miscellaneous import of articles manufactured from iron, steel, and other metals, and appearing in the import table under the headings of ironware, arms and munitions of war, engines, boilers, and fittings, instruments and implements, machinery, &c. A large proportion of such articles, as well as of steel, is imported for Government use.

Tenders for
Government
contracts.

It was remarked in a previous report that, with certain

exceptions, contracts for materials required by the Government for public works were put up to public tender. This rule is still applicable; but it has to be taken with a certain qualification. In the purchase of material for dockyards, arsenals, and other establishments the Government reserve the right of limiting the call for tenders to certain selected manufacturers. Heretofore the number of British makers included in this selected list has been comparatively small. Perhaps the reason of this is that British makers are generally specialists, the number of British firms possessing works which comprehend various branches of industry in one establishment is smaller than such under the Continental system. The apparent completeness of an establishment, which, say, receives the ore at one end and turns out the finished gun or warship at the other, has, no doubt, induced a preference for such establishments. Of late, however, some contracts, such as had hitherto gone to Continental makers, have been secured for English specialists.

Among the material supplied by British makers may be mentioned steel for the hoops of big guns, cast for coast defence, for shipbuilding purposes and for boilers. Also boiler tubes and engine fittings, the larger and thicker class of copper sheets and copper tubes, telegraph wire and cable, and various other material and plant, some of which have been mentioned in previous reports. The plant imported for the spinning mills is mostly of English make.

I may repeat here that the inspection of material delivered at the Government dockyards is extremely rigid, to the extent of being hypercritical, extensive rejections taking place at times of material which had passed careful inspection by impartial surveyors before leaving the maker's hand.

Another point which makers at home ought to know is that it is practically impossible for them to tender for Government contracts with any chance of success, unless with a responsible representative here on the spot. The Government does not care to take the risk of importation from abroad, unless, say, for vessels of war.

The import of sugar has come to be a large trade, its value for the year coming next in amount to that of cotton manufactures. There is an increase in the importation under the headings both of white and brown. With the exception of quite an insignificant quantity, the whole of the 29,464 tons of white sugar imported may be taken as the produce of the Hong-Kong refineries. This gives an increase of 14 per cent. in the import of this class of sugar over that in 1891. Values rose gradually in the course of the year, owing to the enhanced cost of raw sugar.

Deliveries of sugar of all sorts are estimated at 70,404 tons, as against 63,579 tons in 1891. The customs returns show also an increased import of molasses.

Deliveries of kerosene are estimated at 2,245,681 cases of 10 gallons each, as against 2,066,333 cases in 1891. The importation was some 340,000 cases under that of 1891, a reduction

brought about, in a great measure, through the apprehension of tank-oil being introduced into the market. Supplies having thus come forward more sparingly, prices have been well maintained and stocks at the end of the year reduced. Of the deliveries about 27 per cent. were Russian oil, which has been sold, practically, at equal prices with American during the year.

Oil in tank
steamers.

The importation of Russian oil in tank-steamers has been satisfactorily inaugurated at Hiogo, while here some delay has occurred from difficulties in the way of providing a site for the necessary storage tanks. These difficulties have now, however, been overcome, and the importation of oil in such steamers may be looked for at no very distant date.

Exports

Raw silk.

The year commenced with large stocks of raw silk on hand, but mostly of inferior quality. From January to March a fair amount of business was transacted for both Europe and America, with but little variation in prices, No. 1 filatures, when to be had, fetching about 600 dol., with exchange on London at, say, 3s. Through April and May, with a falling exchange, there continued to be some activity, with an advance in prices, and by the beginning of June there was but little of the old crop to come forward. The available supplies for the season 1891-92 amounted to 6,973,000 lbs., as against 4,853,000 lbs. for that of 1890-91.

Supplies
1891-92.

New crop.

It was not until towards the end of June that the new crop began to come on the market. The quality was about equally satisfactory as that of the year previous. The market opened at 650 dol. for Koshiu filatures, but rapidly rose, while supplies came in freely. Shin-shius began to arrive in the latter part of July and fetched 720 dol., the low exchange enabling purchasers to lay down produce in the consuming markets at favourable rates. Throughout August, September, and part of October an active business was transacted, first for Europe mainly, and then for America. Prime qualities were at once bought up, and prices rapidly rose until, for best filatures, 920 dol. were paid in September, and even 930 dol. for extras. A scarcity in the supply of dollars was experienced during this period, which somewhat hampered operations, and helped further to render exchange firm. As October wore on, quotations fell to about 880 dol. for best qualities, and a fair amount of business continued to be done until the close of the year.

Settlements to
end of year.

Settlements, together with direct export by Japanese merchants, from the opening of the season until the end of the year, amounted to 4,947,000 lbs., as against 4,260,000 lbs. for the same period in 1891. Stocks at the end of the year were estimated at 920,000 lbs., the estimated available supplies for the season up to that date being thus 5,867,000 lbs., or 580,000 lbs. less than at the same date of the previous year.

Supplies for
the season.

Destination of
the silk.

Of the raw silk exported, about 2,800,000 lbs. went to Europe and 4,400,000 lbs. to America.

The crop of the season 1892-23 is estimated at about 10 per cent. less than that of the previous year, and the good demand from the consuming markets has already caused a prospect of enhanced prices for the opening of the coming season. This, no doubt, will stimulate growers to do their best to increase production this year.

Business in wastes was most active in the spring, and again from September till the end of the year, prices rising during the latter period. The chief demand for Japan wastes comes from Switzerland. English spinners appear to prefer Chinese material.

The silk export of raw and waste together constituted over 63 per cent. in value of the total of the export of the port last year. The fostering care of the Government over the silk industry in past years is now bearing its fruit. Care is, however, still necessary in the sorting of cocoons and in reeling in order to maintain the reputation of the silk. With this care exercised, the trade promises to grow in importance and the industry to develop from year to year.

The quantity of tea exported last year was 29,301,969 lbs., or 1,342,427 lbs. under that of 1891. The season of 1891-92 closed in the United States and Canada with excessive stocks of the hurriedly-prepared low grades referred to in last report. These were eventually forced on the market at prices which entailed severe losses to shippers. Better grades, on the other hand, were in short supply and in demand.

The season 1892-93, therefore, opened in Japan favourably for growers and dealers. Prices were high, and, as the demand for good qualities was sustained throughout the year, they continued firm, and results have been generally favourable to shippers, and eminently profitable to Japan. Low grades were neglected in the consuming markets, although more recently there has been something of a reaction in the case of both higher and lower grades.

The season here opened late. The quality of the leaf was better than in the previous season.

Notable features in the year's trade have been a falling-off in the shipments to Canada, and an increase in those to New York and Chicago. The destinations of the export were as follows:—

To—					Quantity.
					Lbs.
United States	..	..	..	..	21,562,993
Canada	..	.	..	..	6,784,356
Europe, &c.	..	..	..	..	938,284

The export of copper last year amounted to 8,748 tons, as against 10,023 tons in 1891, and 11,409 tons in 1890. The diminution in the export may be attributed to the fact that the produce of a portion of the Akita mines now finds its way by

sea to Tsuruga, and thence by rail to the Osaka refineries, instead of coming to this port. The production of copper in Japan has, no doubt, increased last year, for, in addition to the fact that the total export from Japan is somewhat more than it was during the previous year, it has to be noted that there has been of late a good demand for consumption in the country itself.

Production of
copper.

I am not able to give the figures of the production of copper in Japan for the last two years, but it may be of interest to note that the total output of the mines in 1890 is given at 17,972 tons. As the total export in 1892 is given as 17,837 tons, it would seem to follow, allowing for home consumption, that a considerable increase in the output has taken place during the two years. Of the total production in Japan more than one-half is from the mines in the north-east portion of the country, including the Ashio mines, which are the largest, the Akita group of mines, those of Twate Prefecture, and the Kusakura mines, and others in Echigo.

Prices.

Early in the year dollar prices were low, 16 dol. to 16 dol. 50 c. per picul (133½ lbs.) being current for slabs and ingots; but by June they had advanced to 17 dol. and 17 dol. 50 c., and by the end of the year to 18 dol. for slabs, 18 dol. 50 c. for refined ingots, and 19 dol. for tile, the rise being mainly due to the fall in silver.

Copper to
China.

As in the previous year, a considerable portion of the copper went to China for the Government mints. Among miscellaneous exports, by far the most prominent are silk manufactures. The total value of these last year amounted to 1,175,232*l.*, including 499,201*l.* worth of silk handkerchiefs, and 581,137*l.* of the piece-goods known as "habutæ." The export goes chiefly to the United States.

Silk
manufactures.

Rates of Exchange.

Exchange.

Bank demand drawing rates of exchange on London fell from 3*s.* 1¼*d.*, which was the highest rate in January, to 2*s.* 8¾*d.*, which was the lowest rate touched in December and during the course of the year. This represents a decline of some 12 per cent. in the twelve months. The fluctuations in this interval were considerable. The mean of the monthly averages for the year was 2*s.* 10½*d.*

It should be noted that the variations in the rates of exchange did not always correspond with those in the price of silver. In August and September, during the embarrassment which occurred, as mentioned in a previous paragraph, having reference to the silk export, exchange was from 1¼*d.* to 1½*d.* higher than in December, while the price of silver at both those times was 3*s.* 2*d.* per ounce. At this period exchange here stood at from ¾*d.* to 1¼*d.* above that in Hong-Kong.

Banks.

Banks
European.

At this port there are branches of three British Eastern Banks of Exchange—the Hong-Kong and Shanghai Banking Corpora-

tion, the Chartered Bank of India, Australia, and China, and the National Bank of China. The Mercantile Bank of India and the Comptoir d'Escompte de Paris are represented by agencies.

The Yokohama Shokin Ginko (Specie Bank) has its head office Japanese.

in Yokohama, and is the leading bank among the Japanese banks established here. It also transacts exchange business with foreign countries. There are about nine Japanese banks carrying on business at this port. In former times banking business in this country was done in a limited way by a few old-established private concerns; but since the establishment of the National Banks, under the banking regulations enacted by the Government, there is not a town of any importance in the country which is not now supplied with its bank or banks. These greatly assist the internal trade of the country, and are coming to be of service to foreigners visiting the interior. Direct relations, however, between Japanese and foreign banks do not exist, except at the open ports.

At this port there is a growing intercourse between Japanese and foreign banks, and the cheques of both are cleared daily. Intercourse between the two.

Shipping.

Last year there entered this port 2,078 merchant ships (not including junks) of an aggregate of 1,910,161 tons. This shows a decrease of 359 vessels and 16,670 tons or about $\frac{1}{4}$ per cent. on the tonnage entering the port in 1891. Under the British flag there is an increase of 8 per cent. in the tonnage, under the Japanese flag a decrease of $\frac{3}{10}$ per cent., mainly under the head of sailing vessels; under the German flag, a decrease of over 24 per cent.; under the United States flag a decrease of nearly 5 per cent., while under the French and Swedish and Norwegian flags the variation in number or tonnage is insignificant. There is a decrease in the number of sailing vessels entering the port under every flag under which such have entered. General decrease. Increase of British. Decrease in sailing vessels.

Under the Japanese flag alone the decrease in the number of sailing vessels is given as 115, mostly small vessels. Of the Japanese vessels which entered, 76, of a total of 111,328 tons, were steamers engaged in foreign trade, and 4 were sailing ships, of a total of 363 tons, engaged in the same. Japanese shipping.

Under the British flag there entered, steamers from the United Kingdom 78, from New York 11, from Hamburg and Antwerp 20, from San Francisco 20, from Vancouver 15, from Victoria (British Columbia) and Tacoma 10, and from Batoum 6, the remainder being from Hong-Kong and ports in China or Japan, and sailing vessels from the United Kingdom 5, from New York 6, from Guam 3, from Manila, Vancouver, Victoria (British Columbia), the Northern Pacific, and Hiogo, 1 each. Assuming that the same proportion holds good for this port, taken by itself, as obtains according to the customs statistics in the foreign trade of Japan taken as a whole, the value of goods carried between foreign countries and this port, in British ships, amounted to 58 per cent. of that of the total import and export of the port. British shipping.

Shipping facilities, no doubt, give British shippers in the United Kingdom an advantage over Continental rivals. It may not be out of place to mention that these advantages would be still further increased were sufficient care always exercised in the stowage of goods on board of vessels.

Silk freights.

Silk freights to European ports by Peninsular and Oriental, Messageries Maritimes, or North German Lloyds' steamers were steady throughout the year at 5 dol. 60 c. per cwt. To New York by Pacific Mail, Occidental and Oriental and Canadian Pacific routes and railways, the rate throughout the year stood 8 c. per lb. gross; by Northern Pacific steamers and rail to New York, viâ Tacoma, from September, at 6 c. per lb. gross.

Tea freights.

Tea freights by Canadian Pacific, Pacific Mail, Occidental and Oriental steamers and rail to eastern cities of the United States and Canada, at the opening of the season in April, stood at 1½ c. per lb. gross, during May they rose to 3¼ c. and 3 c. per lb. gross, and from the early part of June they gradually fell until September when they again reached 1½ c. per lb. gross, at which point they remained steady until the end of the year. The average rate for the three lines was nearly the same for the 12 months. By the Northern Pacific line rates began at 2 c. per lb. gross in the early part of June, gradually decreasing to 1½ c. per lb. gross in July, and remained thus, with little variation, to the end of the year. To San Francisco by Pacific Mail and Occidental and Oriental steamers, the rate stood at 10 dol. per ton; by Canadian Pacific and Northern Pacific lines to Vancouver, Portland, &c., at 8 dol. per ton throughout. By Suez Canal steamers to New York, freights ranged from 35 dol. to 50 dol. per ton, by sail to New York they remained at 1½ c. per ton.

General freights.

For general merchandise, the rate to London by Peninsular and Oriental steamers ranged from 1*l.* 17*s.* 6*d.* in January and February to 1*l.* 5*s.* in May to November, from which time to the end of the year it remained at 1*l.* 10*s.* By Messageries Maritimes steamers, the rates were, from January to November between 1*l.* 17*s.* 6*d.* and 2*l.*, sinking to 1*l.* 10*s.* and 1*l.* 12*s.* 6*d.* in December, and rising in the latter part of that month to 1*l.* 15*s.* and 2*l.* By North German Lloyds' rates were at 2*l.* until November, and then sank to 1*l.* 12*s.* 6*d.*, until the end of the year.

Dead weight.

By Ocean, Mutual, and other canal lines and steamers, from 1*l.* 15*s.* to 1*l.* 7*s.* 6*d.* Dead weight (copper) freight by Peninsular and Oriental steamers to London, varied from 7*s.* 6*d.* to 10*s.* per ton throughout the year; to Hong-Kong 8 c. to 10 c. were taken per picul of 133½ lbs.

Harbour Works.

Harbour works.

Operations on the harbour works, described in previous reports, have continued during the past year. Of the portion of the breakwater on firm bottom, extending in all to 7,730 feet, 6,429 feet have been completed, while the remaining 1,301 feet

are completed all but the superstructure. Of the portion on soft bottom the whole of the superstructure is finished, and of the concrete superstructure 2,450 feet are built up to a height of 6 feet 8 inches from the level of the top of the breakwater, and the rest up to the height of 10 feet 2 inches from the same.

Quite recently it has been found that a number of the concrete blocks used in the construction of the breakwater have shown signs of cracking. The matter is at present under investigation. What the extent of the damage may be it would be premature to state; but the existence of these defects can hardly fail to cause some delay in the completion of the works.

The training-works, extending a distance of 6,093 feet from the mouth of the Katabira River to the tail of the north breakwater, are already completed.

Dredging operations for the general deepening of the anchorage are in active operation. The mud excavated from the bottom of the harbour during the last 12 months amounts to 144,130 cubic yards. Dredging.

The commencement of the construction of the iron pier was delayed until October last, but it has since been completed to a length of 305 feet, including the bridge-way of 50 feet span on the land end. The rest of this work is now rapidly progressing. Iron pier.

The commencement of the construction of the graving-dock, for which, as was mentioned in last year's report, a charter had been granted by the Government, is still delayed. The promoters of the scheme have, it is reported, applied to the Government for a further extension of one year in the time for the inception of this work, with what result still remains to be seen. Graving dock.

The pressure for accommodation which was experienced in the matter of the landing and shipping of cargo at the port has recently been much relieved by the reclamation of ground near the custom-house, and the erection of additional sheds for cargo. Landing accommodation.

Population.

The Japanese population of the town of Yokohama on December 31 amounted to 143,252 persons, and of the town of Kanagawa to 16,296 persons, or 159,548 persons in all, an increase of 10,653 during the year 1892. Population.

The foreign population of Yokohama, exclusive of Chinese, amounted on the same date to 1,588 persons, of whom 763 were British. This shows an increase during the 12 months of 16 persons in this general foreign population, and of 49 in the British by itself. The Chinese population is returned at 3,339, or slightly less than it was 12 months before.

Railway Construction.

By the opening, which has just taken place, of the small section of railway at the Usui Pass, alluded to in last year's report Railway construction.

as being under construction, the through line of railway communication between this port and Tokio, on the one hand, and the north-west coast, in the province of Echigo, on the other, has been completed.

No railway construction is now actually in hand in this part of Japan, but, since the date of last report, a general scheme of railway extension has been approved of by the Diet. A sum of 5,000,000 yen (or silver dollars) is to be spent annually for the next 12 years in railway construction throughout the country, and a certain classification of proposed lines has been submitted for the consideration of the Diet. The discussion of the details of this project, which naturally involves the consideration of the relative advantages of different routes, and of conflicting interests in the case of most of the lines proposed, has to come before the recently instituted railway council and future sessions of the Diet; but, in the meantime, the construction of two new lines, for which alternative routes are not in question, has been determined on. One of these is to extend from Tsuruga, north-eastwards, by Kanazawa to Toyama, in Etchui, a distance of 124 miles, and is estimated to cost 7,000,000 yen. The other is to extend from Fukushima, on the existing line between Tokio and Awomori, by Yonezawa, Yamagata, and Akita, to Awomori, a distance of 298 miles, and to cost 16,000,000 yen. Of the 5,000,000 yen which, as just mentioned, are to be expended yearly on railway construction, 3,000,000 yen yearly are to be expended on the two lines just named.

It may be noted that the latter of these two lines will bring the silk districts of Yonezawa, and beyond, as well as the copper mines of Akita, into connection by rail with this port.

Length of
lines open.

Throughout the whole of Japan there are now 1,875 miles of railway open to traffic.

Telegraphs.

Telegraphs.

There are now about 8,543 miles of telegraph lines open in Japan, the length of the wires of which amounts to 24,314 miles, and of telegraph cables $213\frac{3}{4}$ nautical miles, the length of the conducting wires of which is $278\frac{1}{2}$ nautical miles. Of telephone lines there are in the country 375 miles, having 3,234 miles of wires. There is a telephone exchange at this port connecting also with Tokio.

Telephones.

**Annex 1.—RETURN of the Principal Articles of Import to the
Port of Yokohama during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value. £	Quantity.	Value. £
Cotton manufactures—					
Chintzes (prints)	Yards ...	3,807,430	42,207	934,516	11,696
Drills	" ...	965,499	17,051	...	...
Satins	" ...	1,236,282	23,371	...	...
Shirtings—					
Grey	" ...	16,496,026	136,881	16,809,381	155,783
Dyed	" ...	901,087	16,039	865,579	17,105
Twilled	" ...	980,438	9,779	...	...
White	" ...	2,839,189	29,821	1,488,729	18,549
T-cloths	" ...	1,462,368	11,402	1,371,783	12,094
Thread	Lbs. ...	75,129	9,658	...	...
Turkey-reds	Yards ...	3,699,972	80,517	4,643,104	47,216
Velvets	" ...	1,898,327	50,426	948,990	26,153
Yarn, cotton (Indian)	Lbs. ...	1,225,518	30,489	399,761	13,647
" (excluding Indian)	" ...	13,868,966	506,394	11,740,324	513,191
Sundries	...	...	15,025	...	33,866
Total			923,060		854,105
Woolen manufactures—					
Blankets	Lbs. ...	729,709	42,731	404,951	24,959
Cloths	Yards ...	497,189	75,517	308,167	56,638
" (part wool)	" ...	306,183	21,576	...	...
Flannels	" ...	1,637,518	73,891	679,978	23,105
Italian cloths	" ...	2,476,777	87,991	4,815,516	172,439
Mousseline de laine	" ...	9,193,662	193,052	7,882,461	171,678
Serges	" ...	73,323	8,674	...	...
Yarn, woolen	Lbs. ...	453,967	46,291	158,041	19,412
Sundries	...	...	16,189	...	23,197
Total			565,912		495,473
Metals and manufactures of—					
Iron—					
Bar and rod	Tons ...	10,720	64,943	13,083	80,223
Rail	" ...	...	...	7,357	37,720
Plate and sheet	" ...	2,983	22,046	3,384	27,636
Nails	" ...	7,547	78,621	5,925	62,534
Pig	" ...	3,044	7,820	4,049	10,875
Various	...	...	38,512	...	46,235
Ware	...	...	41,801	...	30,035
Lead, sheet and tea	Tons ...	1,895	25,923	575	13,554
Quicksilver	" ...	41	8,869	49	12,692
Steel	" ...	1,691	22,839	1,682	25,421
" ware	...	...	...	...	14,168
" wire	Tons ...	481	16,966	216	10,210
Telegraph wire	" ...	1,053	11,837	852	8,561
Zinc	" ...	497	11,170	...	...
Sundries	...	...	41,666	...	62,087
Total			392,794		441,856
Sugar—					
Brown	Tons ...	37,699	309,481	36,061	339,184
White	" ...	29,464	460,778	26,371	442,618
Sundry	...	...	9,337	...	9,462
Total			779,596		791,264
Kerosene oil	Gallons...	16,931,250	256,446	20,322,015	380,793
Miscellaneous, western—					
Alcohol	Lbs. ...	4,565,838	47,267	...	...
Arms and munitions of war	...	...	148,111	...	88,019
Beer and porter	...	...	10,152	...	9,995
Books	Number	139,814	13,634	185,320	15,935
Carpets	...	...	...	...	8,663
Cigarettes	...	...	24,239	...	20,766
Clocks and fittings	...	...	20,330	...	16,555
Clothing and haberdashery	...	...	32,473	...	39,147
Coal	Tons ...	...	...	9,244	12,684
Coral beads	Lbs. ...	...	...	7,078	10,308
Drugs, medicines, and chemicals	...	...	111,040	...	137,524
Dyes, aniline	Lbs. ...	408,983	36,704	266,231	40,775
" and paints	...	...	31,460	...	32,097

RETURN of the Principal Articles of Import to the Port of
Yokohama during the Years 1892-91—continued.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Dynamite	Lbs. ...	...	£	153,600	£
Engines, steam boilers, &c. ...	...	...	18,877	...	8,604
Flour	Lbs. ...	8,331,452	33,528	8,439,444	12,017
Glass and glassware	...	...	12,729	...	40,712
Handkerchiefs	...	...	17,997	...	25,855
Hats and caps	Dozens ...	24,079	24,961	31,482	14,595
India-rubber ware	...	...	16,737	...	29,512
Indigo, dry	Lbs. ...	637,593	57,044	310,665	13,870
Instruments and implements ...	...	...	22,725	...	30,300
Locomotive engines and fittings ...	...	...	22,595	...	42,156
Logwood, extract of	Lbs. ...	907,535	15,457	586,308	45,786
Machinery—					10,381
Mining	...	...	9,620	...	13,101
Spinning	...	...	...	...	15,208
Various	...	...	48,443	...	56,180
Milk, condensed, &c.	...	...	18,022	...	12,578
Oil and wax, various	...	...	26,429	...	...
Paint, in oil	Lbs. ...	785,677	8,639	1,176,644	13,426
Paper, printing... ..	" ...	2,680,203	23,288	2,402,176	21,153
Potash	" ...	...	...	60,793	13,639
Provisions and stores	...	...	42,506	...	37,344
Railway carriages, and parts of ...	...	...	...	...	11,553
Salt-petre	Tons ...	704	9,498	...	...
Satins, silk and cotton mixtures ...	Yards ...	365,168	31,659	...	44,824
Soda, caustic	Lbs. ...	...	...	3,056,419	13,342
Stationery and paper, various ...	...	...	31,346	...	27,649
Steamers... ..	Number ...	...	...	1	15,417
Tobacco, prepared, including cigars ...	Lbs. ...	149,345	16,819	167,859	18,896
Watches and fittings	...	...	70,835	...	71,762
Wines and spirits	...	...	32,195	...	38,734
Wool	Lbs. ...	831,613	36,165	558,917	32,181
Sundries	...	...	155,447	...	161,132
Total	...	...	1,278,971	...	1,321,375
Miscellaneous, eastern—					
Beans, peas, and pulse ...	Lbs. ...	5,399,311	10,477	4,911,644	13,003
Cotton, raw	" ...	16,720,536	244,004	11,638,243	192,178
" on seeds	" ...	1,656,097	9,280	...	...
Drugs and medicines	...	...	21,254	...	32,256
Flax, hemp, and jute	Lbs. ...	1,814,395	18,508	1,201,817	13,893
Hair, horns, ivory, and skins ...	...	...	21,545	...	22,668
Leather	Lbs. ...	1,288,053	77,531	1,323,823	74,752
Mats, packing	Number ...	1,429,450	8,996	1,275,710	9,407
Oil-cake	Tons ...	685,664	9,956	...	...
Rice	" ...	6,268	35,933	21,284	140,338
Sundries	...	...	19,943	...	41,607
Total	...	...	477,427	...	540,102
Japanese produce	...	...	2,812	...	2,496
Recapitulation—					
Cotton manufactures	...	...	929,060	...	854,105
Woollen "	...	...	565,912	...	495,478
Metals	...	...	392,794	...	441,836
Sugar	...	...	779,596	...	791,264
Kerosene oil	...	...	256,446	...	380,793
Miscellaneous, western	...	...	1,278,971	...	1,324,375
" eastern	...	...	477,427	...	540,102
Japanese produce	...	...	2,812	...	2,496
Grand total	...	...	4,683,018	...	4,830,469

**Annex 2.—RETURN of the Principal Articles of Export from
the Port of Yokohama during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Silk—					
Raw	Lbs.	7,209,141	5,232,686	7,055,301	4,694,304
Tama	"	32,829	7,349	49,880	18,192
Noshi	"	2,738,489	267,643	1,990,591	223,349
Waste	"	2,168,841	141,404	1,942,093	134,768
Floss	"	121,567	4,529	267,089	9,240
Total		12,270,867	5,653,891	11,294,954	5,074,853
Cocoons, including pierced and waste	Lbs.	419,329	44,670	288,011	31,330
Tea—					
Green, pan-fired	Lbs.	16,925,427	434,738	19,122,548	480,688
basket-fired	"	8,267,215	196,492	7,416,061	186,474
Dust	"	2,853,612	12,933	2,554,363	12,871
Sundry	"	1,265,715	9,053	1,551,424	12,966
Total		29,301,969	653,216	30,644,396	692,899
Rice	Tons	259	2,260	63	572
Coal	"	83,131	71,132	60,164	59,946
foreign, re-exported	"	4,044	10,771	3,923	10,468
Total		87,175	81,903	64,087	70,414
Copper	Tons	8,748	335,258	10,023	452,948
Fish and shell-fish, dried and various	Lbs.	6,438,288	94,800	7,340,662	122,550
Miscellaneous—					
Bronze ware			19,876		21,854
Clothing, apparel and raw materials thereof			18,395		14,557
Cotton piece-goods	Pieces	322,831	46,605	122,291	14,957
Drugs, medicines, dyes, and paints	Lbs.	3,972,997	17,631	6,863,419	29,100
Fans	Number			4,790,663	8,544
Fish oil	Tons	3,881	31,600	2,088	23,266
Furniture			7,613		
Furs	Number	93,347	10,217	100,502	11,406
Ginseng	Lbs.	131,044	19,387	110,504	16,445
Iriko, or Bêche-de-Mer	"	572,784	20,273	588,247	23,618
Ivory ware			8,239		
Jinrikisha	Number			3,356	12,949
Kanten, or colle végétale	Lbs.	161,081	7,826		
Lacquered ware			56,788		65,015
Matches	Gross	233,205	8,106	276,408	10,745
Menthol crystal	Lbs.	21,640	7,922		
Mushrooms	"	446,620	18,416	589,529	25,143
Paper, various			29,956		27,025
ware			15,067		14,078
Porcelain and earthenware			85,493		87,855
Seaweed, cut and various	Lbs.	27,051,796	71,220	22,664,783	66,402
Ships' ware, or cloisonné					
Silk—			8,049		
Handkerchiefs	Dozens	1,468,078	499,201	1,074,458	448,854
Manufactures			45,573		27,656
Piece-goods, habutae	Pieces	239,987	581,137	100,108	264,947
other	"	25,992	49,321		
Straw plaits	Bundles	535,996	15,374	531,520	16,258
Tobacco leaf	Lbs.	728,263	8,544		
Wooden ware			29,825		26,770
Sundries			231,782		210,774
Total			1,970,536		1,467,318
Foreign produce and manufactures			43,593		60,102

RETURN of the Principal Articles of Export from the Port of
Yokohama during the Years 1892-91—continued.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Recapitulation—					
Silk	...	...	5,653,891	...	5,074,853
Cocoons	...	...	44,670	...	31,330
Tea	...	...	653,216	...	692,899
Rice	...	...	2,260	...	572
Coal	...	...	81,903	...	70,414
Copper	...	...	335,258	...	452,943
Fish	...	...	94,860	...	122,550
Miscellaneous	...	...	1,970,536	...	1,467,318
Foreign produce and manufac- tures	...	...	43,593	...	60,102
Grand total	...	...	8,880,187	...	7,972,986

Annex 3.—RETURN of British Trade during the Year 1892-91.

	1892.		1891.	
	Imports.	Exports.	Imports.	Exports.
	£	£	£	£
Great Britain	1,741,280	320,272	1,841,383	385,404
Canada and other				
British America ..	4,272	103,244	3,286	120,640
Australia	19,778	7,330	24,945	10,655
Hong-Kong	478,376	483,213	418,906	602,675
British India	281,322	100,495	231,533	72,222
Total	2,525,028	1,019,554	2,520,053	1,191,596

RETURN of Shipping Entered at the Port of Yokohama
(Kanagawa) during the Year 1892.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	267	516,280	19	23,011	286	539,291
Japanese	1,541	1,144,966	143	22,982	1,684	1,167,948
German	45	71,939	1	1,895	46	73,834
American	21	56,522	11	13,697	32	70,219
French	26	53,807	...	...	26	53,807
Swedish and Nor- wegian	4	5,062	...	...	4	5,062
Total	1,904	1,848,576	174	61,585	2,078	1,910,161

Annex 5.—RETURN of all British and Foreign Residents and
British and Foreign Firms at the Port of Yokohama
(Kanagawa) on December 31, 1892.

Nationality.	Number of Residents.	Number of Firms.
British	763	67
American	270	30
Austro-Hungarian	26	1
Belgian	7	1
Chinese	3,339	239
Danish	13	1
Dutch	58	4
French	119	25
German	159	23
Italian	15	3
Portuguese	78	2
Russian	8	1
Swedish and Norwegian	10	..
Spanish	10	2
Swiss	52	11
Total	4,927	410

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JAPAN.

HIOGO AND OSAKA.

Consul Ensle to the Earl of Rosebery.

My Lord,

Hiogo, April 3, 1893.

I HAVE the honour to furnish your Lordship with my Report on the Foreign Trade of this Consular District for the year 1892, accompanied by the customary Returns, based on Statistics compiled by the Bureau of Customs, and by a Return of the number of registered British and other foreign residents and firms.

I have, &c.

(Signed) J. J. ENSLIE.

Report on the Foreign Trade of the Consular District of Hiogo and Osaka for the Year 1892.

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General Remarks.

General remarks.

The trade for the past year compares with that of 1891 as follows:—

	Value.		
	1892.	1891.	Difference.
	£	£	£
Imports	5,414,158	4,964,201	+ 449,957
Exports	3,223,825	3,657,781	— 433,956
Total	8,637,983	8,621,982	+ 16,001

The foregoing is calculated to give an exceedingly erroneous idea of the trade of this district, as will be seen from the following returns in Mexican dollars, based, as usual, on customs returns:—

	Value.		
	1892.	1891.	Difference.
	Dollars.	Dollars.	Dollars.
Imports	36,220,175	29,762,143	+ 6,458,032
Exports	22,345,665	22,481,800	— 136,135
Total	58,565,840	52,243,943	+ 6,321,897

The very great difference between the increase in the trade for 1892 over that of 1891, as shown in the sterling returns accompanying this report, and summarised above, and the returns made out in Mexican dollars, is due entirely to the fact that, acting under instructions, the sterling calculations for 1891 were taken as follows: imports at 3s. 4*d.*, exports at 3s. 2½*d.*, whereas those for 1892 are, imports at 2s. 11½*d.*, exports at 2s. 10½*d.*, a difference on every dollar of 4½*d.* for imports and 4*d.* for exports.

Reduced into sterling, at the rate ruling towards the close of 1892, the increase in that year over 1891 is about 870,000*l.*, and not 16,000*l.*, as stated above.

For the purpose of a return of foreign trade, Hiogo and Osaka must be considered one district, of which Kobe, with its foreign merchants, is the "feeder," in the same way as business with Tokio and the northern part of Japan goes through Yokohama; all the foreign trade of Osaka is done by merchants residing in Kobe (Hiogo).

The following return conveys a succinct idea of the growth and present volume of trade in Hiogo and Osaka and in Yokohama:—

IMPORTS.

District.	Value.			
	1882.	1887.	1891.	1892.
	Dollars.	Dollars.	Dollars.	Dollars.
Hiogo and Osaka ..	6,450,806	15,257,284	29,762,143	36,220,175
Yokohama	20,208,802	27,163,149	28,967,840	31,310,091

EXPORTS.

District.	Value.			
	1882.	1887.	1891.	1892.
	Dollars.	Dollars.	Dollars.	Dollars.
Hiogo and Osaka ..	6,762,663	13,210,507	22,481,800	22,345,665
Yokohama	26,661,889	33,428,249	40,102,396	61,175,383

The important features of the foregoing are:—

1. In 1882 the import trade of this district was nearly 14,000,000 *dol.* less than that of Yokohama, whereas in 1892 it was nearly 5,000,000 *dol.* in excess.

2. The export trade of Yokohama must necessarily always be largely in excess of that of this district, owing to the monopoly in silk and silk manufactures existing in the former port.

3. The relative growth of the export trade of the two districts during the last few years is—

In the Hiogo and Osaka district more than threefold.

In the Yokohama district two and one-quarter fold.

4. The excess of the value of exports from Yokohama in 1892 over that for 1891 is almost entirely due to the extremely high prices paid for silk during the past year. (See Note at end of report.)

In order to compare the export trade of silk and silk manufactures of Yokohama with that of this district, the following returns have been compiled:—

(1587)

1882.

Description.	Hiogo and Osaka.		Yokohama.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	Dollars.	Lbs.	Dollars.
Raw, Tama and Noshi..	1,108	2,000	4,793,796	17,261,116
Silk, waste	..	..	2,010,266	1,206,495
Cocoons and waste ..	..	..	635,933	499,893
Floss silk and waste ..	..	..	32,700	169,352
Total	1,108	2,000	7,472,695	19,136,856
Silk and silk and cotton manufactures ..	..	25,255	..	69,579
Grand total ..	..	27,255	..	19,206,435

1887.

Description.	Hiogo and Osaka.		Yokohama.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	Dollars.	Lbs.	Dollars.
Raw, Tama and Noshi..	8,097	9,309	5,621,008	20,647,409
Silk, waste	88,894	41,497	1,362,464	766,050
Cocoons and waste ..	6,944	2,587	404,542	276,480
Floss silk and waste ..	26,620	7,702	177,197	166,863
Total	130,555	61,095	7,565,211	21,856,802
Silk and silk and cotton manufactures ..	..	167,616	..	1,296,288
Grand total ..	..	228,711	..	23,153,090

1891.

Description.	Hiogo and Osaka.		Yokohama.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	Dollars.	Lbs.	Dollars.
Raw, Tama and Noshi..	93,301	223,703	9,095,772	30,638,262
Silk, waste	359,908	177,277	1,942,393	837,391
Cocoons and waste ..	29,888	3,624	356,881	204,397
Floss silk and waste ..	25,501	25,453	257,089	57,414
Total	508,598	435,057	11,632,135	31,737,464
Silk and silk and cotton manufactures ..	..	169,825	..	4,607,109
Grand total ..	..	604,882	..	36,344,573

1892

Description.	Hiogo and Osaka.		Yokohama.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	Dollars.	Lbs.	Dollars.
Raw, Tama and Noshi..	54,376	41,626	9,980,458	38,175,828
Silk, waste	527,286	384, 98	2,168,841	980,128
Cocoons and waste ..	79,974	11,175	419,329	309,629
Floss silk and waste ..	209,366	24,506	122,566	33,477
Total	871,002	412,005	12,691,194	39,499,062
Silk and silk and cotton manufactures ..	..	119,935	..	8,146,018
Grand total ..	..	531,940	..	47,645,075

Notwithstanding the very large dimensions of the export of silk and its manufactures, almost exclusively confined to Yokohama, as also the unprecedented high prices paid for silk during the year under review, the increase in the entire foreign trade of this district for 1892, as compared with that of 1882, is only 2,691,000 dol. less than that of Yokohama.

TOTAL Value of Foreign Trade

District.	Value.		
	1882.	1892.	Increase in 1892.
	Dollars.	Dollars.	Dollars.
Hiogo and Osaka	14,642,405	58,565,840	43,923,435
Yokohama	46,870,691	92,485,474	46,614,783

From the foregoing it is very clear that, making allowance for the excessive prices paid for silk during the past year, the increase in the volume of foreign trade has, during the last few years, been greater in this district than in Yokohama.

It being quite impossible to fix the average sterling rate of the Mexican dollar in 1882, the above returns have been compiled in dollars.

Summarising the total foreign trade for 1892 of the two districts, the following result is arrived at:—

Imports:—Hiogo and Osaka upwards of 700,000*l.* in excess of Yokohama.

Exports:—Exclusive of silk and silk manufactures, in which, under the very special circumstances referred to on this and former occasions, this district is not in any way up to the present (1587)

able to compete with Yokohama, the export trade of Hiogo and Osaka is upwards of 1,000,000% in excess of Yokohama.

The observations made in the reports for 1890 and 1891 as to the very great importance of commercial morality, have received considerable attention, and will, it is hoped, produce good results. At the second graduation ceremony of the Higher Commercial School at Tokio, which took place in November last, an old and respected British resident in the capital, particularly esteemed by the Japanese, when addressing those present, made some interesting remarks on this subject. After complimenting the director, Mr. Yano, on the excellent work done by him, he said:—"The accession of men like you to the ranks of commerce cannot fail to raise the status as well as the moral standard of the profession, and let me impress upon you that no mere point of sentiment is involved in this question of moral standard. I am afraid it must be admitted, and you yourselves will doubtless admit, that partly owing to the contempt in which trade and its votaries used to be held in Japan, and partly owing to lack of practical lessons, commercial integrity never reached a very high level in Japan. Honesty is to a great extent the outcome of circumstances. Philosophers have devoted many essays to discussing the problem whether men are born good or whether they become good; whether, in short, their characters are shaped by innate qualities or moulded by environment. . . In the case of the modern merchant, for instance, not only does his place in the markets at home and abroad depend upon the reputation of his goods, but also the possibility of establishing a system of credit is based upon the mutual confidence existing between man and man. It is scarcely necessary to remind you what is involved in a system of credit. A great part of the potentialities of banking depends on it, and by its means the effective power of capital is enormously multiplied. One of the chief obstacles to the rapid development of trade and industry in your country is that a proper system of credit has not yet been established, and I can conceive no more laudable or useful role for the graduates of this College than that they should devote themselves to inculcating a general conviction of the vital truth, 'Honesty is the best policy.' I must crave your pardon if in thus speaking I seem to reflect upon the merchants of your country, but in connection with this subject of honesty it certainly would not become me to show any want of frankness. I repeat the general opinion entertained by foreigners who have lived long in your country when I say that Japanese commercial integrity has not yet attained a satisfactory standard. That it should have done so was scarcely to be expected, for, as I have already said, honesty is to a large extent the outcome of circumstances, and the circumstances of your merchants in the past were not favourable. Not only were they free from the keen competition which makes failure certain for anyone lacking the essential of honesty, but also the inferior social grade to which they were relegated must have deprived them of any strong sense of self-respect. You, therefore, enter the field of practical affairs with exceptional responsibilities and possibilities,

not your own interests alone but those of your country and your profession being involved in your conduct. Let me add one word. Some of you doubtless will take the open ports as your arena of practical study, and will, therefore, come into contact with the European and American merchants who are engaged in the foreign trade of your country. It is the fashion of many of your journalists to speak in strongly condemnatory terms of the resident foreign merchant; to describe him as an arbitrary, grasping sort of person, who sacrifices everything to the lust of gain. Now the foreign merchant himself does not deny that some of the methods to which he resorts in this country are theoretically objectionable. But he declares, and if you investigate the subject you will find his claim strictly true, that he is driven to these methods by the very defects to which I have already alluded, namely, by the lack of a trustworthy sense of responsibility and by the comparative absence of commercial integrity among the Japanese merchants with whom he deals. He himself would infinitely prefer to conduct his own business on lines of mutual trust and confidence, and it would pay him far better to do so. Much might be said upon this subject, but I have already detained you too long to trespass further on your patience. What I want to impress upon you is that you should not allow yourselves to be too much influenced by the diatribes of superficial critics. As a matter of sentiment it might be very agreeable that whatever part of your country's foreign trade is carried on within her own borders should be in Japanese hands. But from the point of view of practical advantage it would be impossible to find any better agents than the foreign merchants at the open ports. They take upon themselves the whole risks of the trade. On the side of imports, they bring here such goods as seem likely to be needed, and since the number of competing nationalities at the open ports puts anything like combination out of the question, these goods are offered to your people at prices including a minimum of profit; while, if purchasers are not found, the loss generally falls entirely on the foreign importer. On the side of exports, they buy the staples of production and manufacture directly from the Japanese producer or middlemen, paying ready-money for them, and accepting all the risks and responsibilities connected with their transport and sale abroad. It would, I repeat, be quite impossible to find better agents than these men who bring to your country their capital and experience, and who stand between Japan and every chance of loss. It is owing to the operation of such a uniquely advantageous agency that within the short space of 30 years there has been built up a commerce which puts tens of millions annually into the pockets of your people, and your shrewdest plan is to utilise the service of these agents for the future conduct of an enterprise which has hitherto fared so remarkably in their hands."

As stated in the report presented by the Committee of the Trade Hiogo and Osaka General Chamber of Commerce, the trade during generally, the year under review was very remunerative for Japanese merchants. Nearly all the staple articles of export realised higher

prices than in 1891, dealers having derived the full benefit of the decline in silver, while the condition of the import market also was decidedly favourable for them.

Both here and elsewhere in this Empire the results of business have been decidedly and largely in favour of the country; what has been going on ever since the ports were opened was specially accentuated during 1892, and the Japanese have again been most unquestionably the greatest gainers by the results of foreign trade.

To emphasize this statement, it is well to quote the opinion of the editor of the "Japan Daily Mail," an authority on these and other matters, when he says, writing on the subject of a certain agitation against the immediate opening up of the Empire to foreigners:—

"The major part of the profits have hitherto gone, and are steadily going, into Japanese pockets. For every one foreigner that has grown rich by that trade, for every one foreigner that has acquired even a moderate competence by it, 10, aye 20, Japanese owe to it a condition of greater or less opulence. Round the settlements there have grown up flourishing towns and prosperous communities where in former times there were only unconsidered wastes or squalid hamlets. These facts are not to be ignored or explained away. The Japanese merchant has not been ousted from the trade inaugurated by foreigners. On the contrary, he holds a stronger position than ever in that trade. The profits of the commerce in which foreigners engage have not been monopolised by them. On the contrary, many Japanese have grown rich while the foreigner toils on with a bare competence. Has the competition of foreigners in the country proved injurious to the development of national commerce? On the contrary, has not the commerce in which foreigners are engaged grown from cipher to 170,000,000 yen annually in 30 years, and does not the lion's share of the gains come into Japanese pockets?"

To foreign firms at Kobe the results of the import trade during the past year can hardly be considered satisfactory, although in exports generally a reasonable remunerative business can be recorded.

Hints to English traders have of late years been frequently given in Consular reports from various parts of the world as regards the advantages often enjoyed by foreign competitors by their use of the decimal and metric systems. These remarks apply with much force to our trade with Japan, but the time when a change may be expected in this all-important question seems to be still far distant, if one of the leading London papers can write, as recently as January last, in the following terms on this matter:—

"Now, it might be possible, no doubt, when every child had been taught the decimal system at the elementary schools, that the people should learn to ask, say, for $\frac{1}{2}$ kilo. of sugar, instead of 1 lb., and pay 1 c. for it, in place of 2d. Instead of the working man's pint of beer, too, he might be taught, perhaps, to ask for a litre, which is about a pint and three-quarters, or half a litre, which

would be about seven-eighths of a pint. But that carries us no distance. It is not the change of designation, though even that is barbarous, but the change of proportion."

The usual interference of China New Year holidays with Imports, business was accentuated by a heavy fall in exchange, which caused importers to put up prices, and brought about much stagnation in most branches of the import trade during the earlier part of the year. Later on there was a fair improvement, but the bitter feeling distinctly noticeable was to a considerable extent interfered with by another fall in silver of an almost unprecedented nature, which affected foreign importers and Japanese dealers alike.

Foreigners have benefited to a moderate extent, contracts being kept with fair punctuality, while Japanese have had a prosperous year.

Speaking generally, the volume of imports was not so great as might have been expected, but large stocks have been cleared off, and the market is now in a healthier condition.

The increase in imports occurs principally in the following articles:—

Articles.		Quantity.	Value.
			£
Cotton yarn	Lbs. ..	6,856,548	129,963
Cotton piece-goods—			
Chintzes	Yards..	1,075,632	13,059
Satus.. ..	" ..	2,206,268	39,587
Shirtings	" ..	13,968,406	10,859
Velvets	" ..	717,919	16,489
Cotton (raw)	Lbs. ..	29,024,074	336,874
Woollens—			
Blankets	" ..	329,582	20,092
Cloth	Yards..	93,032	8,107
Flannels	" ..	933,769	46,888
Mousseline de laine ..	" ..	2,318,495	29,363
Yarn	Lbs. ..	89,355	9,065
Metals	" ..	..	14,472
Sugar	Tons ..	10,530	123,298
Chemicals	" ..	..	19,678

The decrease in imports occurs principally in the following articles:—

Articles.		Quantity.	Value.
			£
Cotton manufactures—			
T-cloths	Yards..	235,985	3,391
Turkey-reds	" ..	324,431	9,243
Woollens—			
Italian cloth	" ..	1,738,269	64,484
Kerosene oil	Gallons	4,671,475	131,886
Rice	Tons ..	31,075	205,502
Barley	" ..	1,830	65,517

Cotton yarn. There was a considerable increase in the importation of this article, and throughout the year sales were effected at gradually increasing prices. The increase was due to the very large stocks with which 1891 commenced, leading to reduced importation during that year, whereas a much larger supply was required in 1892.

In all probability the Japanese mills will turn out yarn in increasing quantities, resulting in less demand for the imported article.

Cotton. Business in raw cotton continues to increase. Six years ago the quantity imported was 3,915,322 lbs., while during the period under review the amount was 80,973,051 lbs.

There has also been a large increase in the importation of unginned cotton, amounting to upwards of 4,800,000 lbs.; owing, however, to the rate at which exchange has had to be calculated the value in sterling is less by some 14,484*l*.

The cotton spinning mills throughout the country have done remarkably well, paying dividends ranging between 10 and 24 per cent. per annum. During the past year the number of spindles was augmented by upwards of 230,000, and an additional 100,000 may be counted on during 1893.

The accompanying return of spinning companies for the first 6 months of 1892 may be of some interest.

The increasing success of many of the mills is proved by the following tables, one showing a comparison of the quotations of some of the 100 dol. shares on the Osaka Stock Exchange, the other giving the profit per spindle and the dividend declared on December 31 last:—

Companies.	Highest on July 15, 1892.		Lowest on December 15, 1890.	
	Dol.	c.	Dol.	c.
Osaka	123	50	103	50
Naniwa	101	40	36	00
Temma	105	20	43	00
Settsu	188	00	37	50
Hirano	163	00	78	30
Senshu	176	00	..	*
Amagasaki	145	45	33	45

* Transactions at the exchange had not then commenced.

Name of Mills.	Profit per Spindle.	Dividend per Cent.
	Dol. c.	Dollars.
Osaka	2 54	9
Settsu	6 92	20
Temma	3 59	12
Naniwa	1 51	8
Hirano	6 81	20
Kanakin	5 84	21
Senshu	4 96	28
Tamashima.. .. .	4 10	25
Okayama	5 57	27
Kurashiki	5 68	23
Owari	2 89	14
Tokio	6 64	14
Amagasaki.. .. .	5 00	19
Muke	3 76	13
Kurume	3 54	13
Dembo	0 87	20
Mie	4 78	18
Wakayama	5 24	20
Shimotsuke	2 35	10
Uwa.. .. .	4 78	20
Adzukijima	2 25	10

This, be it remarked, is an industry which is asking the Legislature that the duty on raw cotton should be taken off, in order to allow it to contend with the foreign importation of yarns.

The very large increase in the importation of cotton, raw and unginned, has resulted in a considerable decrease in the business in cotton yarn. The nature of the change thus produced in this portion of the foreign trade of this Empire is very clearly shown by the following return:—

TABLE showing the Quantity and Value of Raw Cotton Imported into Japan during the undermentioned Years.

Year.	Quantity.	Value.
	Lbs.	Dollars.
1882	4,413,061	467,249
1887	7,427,486	711,952
1892	104,862,421	11,022,637

Of the above—

District.	1882.	1887.	1892.
	Per cent.	Per cent.	Per cent.
To Hioغو and Osaka	31	53	77
Yokohama	45	29	17
Nagasaki	24	18	6

TABLE showing the Quantity and Value of Cotton Yarn Imported into Japan during the undermentioned Years.

Year.					Quantity.	Value.
					Lbs.	Dollars.
1882	..	..	..	..	33,729,466	6,662,011
1887	..	..	..	..	44,395,373	8,235,204
1892	..	..	..	..	32,411,321	7,131,980

Of the above—

District.					1882.	1887.	1892.
					Per cent.	Per cent.	Per cent.
To Hiogo and Osaka	..	..	..	..	20	49	56
Yokohama	..	..	..	..	80	51	44

These returns testify to the extraordinary growth of the trade in cotton yarn and raw cotton in this district, as compared with Yokohama.

Quoting from the report on the trade of Hiogo and Osaka for 1891, the following is the approximate percentage of the distribution of this part of the trade among firms established here:—

Description of Merchandise.	Nationality of Importing Firms.				
	British.	German.	American.	Japanese.	Chinese.
Cotton yarn (English)	89	8	..	..	..
(Bombay)	95	1	1	2	..
Raw cotton	17	..	4	58	20

Cotton piece-goods.

Grey and white shirtings have done better than in former years; this also applies to satins, velvets, and chintzes. A continual increase at the same ratio cannot, however, be reasonably expected, and the market is at present very languid.

Woollens.

This description of goods has been extensively imported, and throughout the entire year met a fairly satisfactory market. Blankets and mousselines were particularly good; there is, however, a falling-off in Italian cloth, due to previous heavy stocks, and also probably a change of fashion.

Metals

Another year of generally unsatisfactory trade, both for foreigners and Japanese, has to be recorded, due, in a great measure, to forward contracts made by Japanese merchants, on a sterling basis of cost laid down, resulting in most cases in heavy losses, owing to the decline in silver. The market was thus frequently supplied with large shipments of bars and pigs, which had to be sold on arrival, almost without regard to cost, and it was

only at the end of the year, when stocks were found to be diminishing, and shipments falling-off, that prices showed anything like remunerative figures.

Considerable shipments of Belgium bar-iron have been placed on the market at prices precluding larger importations of British iron, but it remains to be seen whether the trade will not again require the latter quality in preference to continental iron, even at a higher cost.

Redcar No. 3 continues to be the standard brand of pig-iron, though the Clarence brand of Belgian manufacture has established a position in the market, being usually obtainable at a lower price than the Middlesboro' article.

In September tenders were opened at the Imperial arsenal in Osaka for the supply of 2,000 tons of Redcar No. 2, to be used in the manufacture of pipes for the new waterworks in that city.

Three Japanese and six foreign firms sent in tenders, and the contract was awarded to one of the former, who bid the equivalent of 3*l.* 3*s.* per ton, against 3*l.* 6*s.* 5*d.*, the lowest foreign offer. From information placed at my disposal, it would seem that a contract at the above price cannot show any profit.

The direct importation of metals by Japanese firms, referred to in my last report, appears to have ceased, the results not warranting a continuance of the business.

Wire nails have fluctuated in price from month to month, and in some instances satisfactory sales have been effected; the demand for this article, which is entirely supplied from Germany, continues to be large and increasing.

Sheet zinc has continued in steady demand for packing cases, following the largely increasing requirements of the export match trade.

A large business was done early in January at gradually hardening prices, but rumours of early arrivals of Atlantic and Russian shipments soon caused operations to weaken, the transactions among Japanese also falling-off considerably owing to the attitude of holders.

The market continued to be dull and depressed, with a downward tendency, till well on in May, when it recovered, and a fair trade was done at somewhat firmer prices.

This display of activity was, however, of short duration, as, owing to a want of supplies, foreign holders were uncommonly firm.

Later on in the year the want of stocks, owing to non-arrival of ships, became so accentuated that dealers were obliged to import oil from Yokohama to supply their requirements.

The following returns show the movement in oil during the last 2 years :—

Year.	Description.	Quantity.	
		Cases.	Cases.
1891	Stocks on January 1	..	653,623
	Arrivals (American)	1,450,948	
	„ (Russian)	313,887	
			1,764,335
	Total	..	2,417,953
1892	Stocks on January 1	..	740,105
	Arrivals (American)	1,060,432	
	„ (Russian)	223,485	
			1,288,917
	Total	..	2,029,022
1893	Stocks on January 1	..	13,136

The new scheme started by an influential British syndicate to import Russian kerosene in bulk is calculated to bring about important changes in the general conditions of the trade in oil, and if present expectations are in any way realised, the advantages to be derived by the consuming public are likely to be considerable.

Five large tanks, four of which are 25 feet high and 57 feet in diameter, have been erected at a safe and convenient distance from the town, and the first steamer, bringing 4,844 tons of oil, arrived here early in March.

The consumption of kerosene oil is bound to increase, though, during 1892, there was a falling-off of upwards of 4,000,000 gallons, owing to heavy stocks of the previous year and fears as to the result of the tank oil scheme.

Sugar.

The market was satisfactory throughout the year, with steadily advancing prices, which enabled Japanese buyers to secure good profits on nearly all their purchases.

The following figures show a good expansion in the volume of trade :—

	Quantity.		
	1891.	1892.	Increase, 1892.
	Piculs.	Piculs.	Piculs.
Sales by foreign firms	370,237	513,563	143,326

No foreign refined sugars are imported by Japanese into Kobe, and the foreign brown sugar trade is a limited one.

The refined sugars were all imported from Hong-Kong, where they are prepared.

The increase in the importation of sugar during the last few years is as follows:—

Year.					Quantity.	Value.
					Piculs.	Dollars.
1882	..	..	..	..	148,559	1,039,271
1887	..	..	..	..	369,198	1,667,099
1892	..	..	..	..	668,912	3,673,183

This advance is entirely due to the increasing wealth of the country, and will probably be maintained.

The following return, taken from a leading Japanese newspaper, published in the capital, shows the quantities of home-made sugar, of that imported from abroad, and the amount consumed per head of the entire population of the Empire:—

Years.					Quantity Produced in Japan.	Quantity Imported from Abroad.	Quantity Consumed per Head of Population.
					Lbs.	Lbs.	Lbs.
1886	..	..	..	..	85,133,513	111,707,789	5·11
1887	..	..	..	..	65,891,431	134,778,848	5·11
1888	..	..	..	..	70,768,419	151,222,373	5·59
1889	..	..	..	..	86,645,769	126,222,345	5·03
1890	..	..	..	..	133,972,881	173,673,167	7·72
1891	..	..	..	..	83,217,112	167,531,523	6·15

The importation of this article has been to a great extent by Rice. Government, and was attributable to short crop and the high prices of Japanese grain.

These products, used for match making, advanced in prices in Chemicals. sympathy with home cost, and there was good enquiry for chlorate of potash and phosphorus, though paraffin was neglected; wax was generally plentiful, and therefore weak in price.

During May and June the market was very quiet, and after some activity in August business came to a standstill in September, as match manufacturers, willing to advance prices owing to higher cost of chlorate of potash, stopped working.

The only noticeable feature of the closing months of the year was a brisk demand for potash, and a fall in the quotations for wax, owing to large importations from America.

The prices of export articles have been high during the year, Exports. but trade generally has been satisfactory. A prosperous tea business has been experienced; the quantity shipped was less than during the previous season, but the value about 10 per cent. more. Business was much stimulated by low exchange.

It is reasonable to assume that Japanese merchants generally know their own interests best, but to on-lookers unconnected
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with trade this fact is not invariably apparent, and the fable of the goose with the golden eggs is now and again called to mind by a seemingly excessive desire for immediate profits, regardless of what the future may bring forth.

Such appears to be the case with regard to some of the articles of export, where, induced probably by present and increasing demand, prices have risen until there appears a probability that fashion will not hold its own against heavy cost, and that trade will, if this state of things continues, to a great extent turn in the direction of competing markets in China and other countries.

The increase in exports occurs principally in the following articles:—

Articles.		Quantity.	Value.
			£
Copper	Tons	1,889	33,237
Cotton manufactures .. ..	.. ..	..	15,549
Drugs .. .. .	.. ..	..	9,601
Glassware .. .. .	.. ..	..	3,736
Kanteu (isinglass) .. ..	.. ..	..	8,031
Matches	Gross	1,294,315	24,693
Matting .. .. .	.. ..	..	63,650
Porcelain .. .. .	.. ..	..	8,841
Rags	Tons	1,748	7,811
Umbrellas	Number	461,491	21,340

The decrease in exports occurs principally in the following articles:—

Articles.		Quantity.	Value.
			£
Rice	Tons	41,439	359,642
Tea	Lbs.	1,294,593	6,920
Antimony	Tons	613	13,836
Coal .. .. .	.. ..	29,139	27,891
Camphor .. .. .	.. ..	650	62,337
Fans	Number	639,381	8,439
Lacquered ware .. .. .	.. ..	..	8,779
Rapeseed	Tons	874	9,062
.. oil .. .. .	.. ..	160	6,114
Screens .. .. .	.. ..	..	6,179
Silk .. .. .	.. ..	..	9,973
.. manufactures .. .. .	.. ..	..	9,899
Straw plaits	Bundles	105,677	7,926
Wax	Tons	98	8,568
Wheat .. .. .	.. ..	1,504	9,602

During the earliest days of the year there was some activity in this article as regards mill-cleaned and uncleaned, which caused prices to remain firm; stocks in Hiogo were, however, low, though quotations were kept up in Osaka by bourse operations.

In February and March there were some large shipments to America, Europe, and Australia, the sharp fall in exchange having materially assisted these operations, notwithstanding the fact that the Osaka syndicate was, backed by all the banks in that city, powerful enough to hold some 270,000 koku (5·13 bushels each) in that place alone.

Following this there was, with the exception of a fair business in brown, much general stagnation, until the speculators to some extent gave way, resulting in a sale of a few small parcels for Europe and Australia.

About the beginning of June there were symptoms that the Osaka combination had weakened still further, but prices continued too high to allow of purchases for export.

Later on heavy rains and disastrous inundations caused quotations on the Japanese bourses to advance, and speculative operations were of such a nature that, notwithstanding extremely favourable reports about the new crop, purchases on foreign account could not be made.

In spite of typhoons, the prospects of the new crop seemed well secured in September, and prices gave way to some extent, although the stocks of old grain were currently reported to be very light.

A small business was done during the remaining months of the year, but towards its close there was little animation in the market, notwithstanding the free arrival of supplies and reduced range of prices.

The crop for 1891-92 was above the average, but local speculation generally kept prices above those payable by exporters, resulting in a decrease of upwards of 41,000 tons in the export of this article.

The following is a return of the average prices of cereals per koku (5·13 bushels) during the undermentioned years :—

Years.	Rice.*		Barley.	Wheat.	Rye.
	Uncleaned.	Cleaned.			
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1890	6,869	7,636	3,668	4,940	6,047
1891	6,957	7,734	3,493	5,285	4,804
1892	6,472	7,119	3,233	5,085	4,412
Average	6,776	7,496	3,464	5,103	5,088

* See note at the end of report.

The limit of buying is much more concentrated than it used to be, and instead of extending over several months the bulk of the crop is disposed of between May and August. This is partly borne out by the fact that only 315 piculs of old leaf were sold between January and the opening of the new season in May, as against 2,500 piculs in 1891.

Owing to a backward spring, the growth of leaf was so retarded that the market did not open till a fortnight later than usual. It (1587)

was well known beforehand that, in consequence of stocks having run low in the United States and Canada, there would be an animated demand for fine teas, and this was passed on to the producers, who made good use of the information. The knowledge of this fact, and also the low rate of exchange then ruling, enabled dealers to display considerable firmness in their ideas; in consequence, opening prices showed an advance of 2 dol. per picul over those of last season. The larger proportion of fine teas produced was another important factor in this question.

The crop throughout was an abundant one, but as only fine grade leaf was picked, instead of letting it grow into a lower and coarser quality, settlements have all along shown a deficiency, which now stand at 12,000 piculs.

Regarding style and cut, the crop was better than that of the previous year, and this, added to decreased export, has given both growers and buyers good results. It is to be hoped that the latter will view this in the light of encouragement to continue paying stricter attention to this important industry.

Towards the end of June dealers managed to establish a further advance all round of about 2 dol. per picul, which was fully maintained till the end of the year.

The settlements have been 150,554 piculs, against 162,534 piculs in 1891, but the value is 3,102,615 dol., against 2,792,961 dol., the average price per picul being 20 dol. 68 c., against 17 dol. 18 c. in the preceding year.

Japanese exported 8,457 piculs.

Appreciating the importance of this branch of the export trade of the Empire, the Kansai Tea-Dealers' Association held a meeting in Osaka on January 28 last, when various matters were discussed, and the former Vice-Minister of Agriculture and Commerce delivered an address regarding the present state of the tea trade, agriculture generally, and the industries and commerce of Japan.

The principal objects of the association appear to be to correct any abuses existing between the producers and the purchasers, to enforce close attention to the preparation and packing of teas, and to ensure the fulfilment of contracts in a creditable manner.

The export tea trade in the Hiogo and Osaka district and that of Yokohama for 1882 and the year under review is as follows:—

District.	1882.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	Dollars.	Lbs.	Dollars.
Hiogo and Osaka ..	14,037,600	2,467,629	20,066,120	2,950,123
Yokohama	21,177,066	4,472,273	29,301,968	4,527,703

Camphor.

The total purchases of foreign exporters reached 1,713 tons which is below the business of an average year. Prices ruled in

favour of Japanese producers, the lowest having been 35 dol. per picul of 133½ lbs. in May, and the highest 63 dol. in December.

These figures represent common crude, which during the year has been doctored and adulterated worse than ever, in spite of high values paid, and the strong protests of purchasers, some of whom now absolutely refuse to have dealings in camphor, which has not drained in the warehouses during at least 48 hours.

The Formosa drug threatens Japan's monopoly, whenever work in the interior can be conducted regularly and free from the dangerous attacks of aborigines.

I am indebted to an important British firm of this district, dealing largely in camphor, for the following details :—

The camphor tree of Japan is a huge evergreen of singularly symmetrical proportions and not unlike a linden. Its blossom is a white flower, and it bears a red berry. Some of the trees are fully 15 feet in diameter, and are upwards of 300 years old.

In times gone by camphor was produced in Sumatra and Borneo, and in other parts of the East Indies, as well as in China; now, however, the crude camphor of commerce is a product of Japan and Formosa exclusively, the Formosa supplies having since the war between China and France been very small and uncertain until lately, when the industry was resumed by a German syndicate, upon concessions obtained from the Chinese Viceroy of the island, leading to increased exportation.

However, great difficulties remain to be surmounted before the trade can be depended on, for the trees are only found inland, where the inhabitants are aboriginal barbarians, who make matters most unpleasant for explorers.

The Formosa drug is inferior to the Japanese, the latter by reason of its greater purity, pinkish colour, and bold grain, commanding in foreign countries higher prices, by some 2 per cent. or 3 per cent., in spite of its comparative abundance.

The annual export of Japan camphor averages about 5,000,000 lbs., of which about one quarter reaches the United States of America either direct or via Europe, the remainder being shipped to Europe, excepting a small quantity sent to India.

The districts in Japan famed for camphor trees are Kiushiu, Shikoku, Iga, Suruga, Isé, and Kishiu. The forests, owned by the people, are now almost denuded of timber, and very little will be left a few years hence. However, the Government forests are still very rich in camphor trees, and it has been estimated that this alone will maintain annually, during the next 25 years, the full average supply of crude camphor.

Formerly very little care was bestowed upon the preservation and cultivation of this valuable timber. More recently, however, not only the Government, but also the people, have been giving to this most important question the attention it long ago deserved. Numerous young trees have now been planted, and their growth is being carefully tended. Consequently, although hitherto the youngest wood from which camphor was extracted, was about 70 or 80 years

old, it is expected that under present scientific management, the trees will give equally good results after 25 or 30 years.

The roots contain a much larger proportion of camphor than the trees, 10 lbs. of crude camphor out of 200 lbs. of wood-chips being thought satisfactory.

The Suruga timber yields a much smaller percentage.

In a village in Kochi (Tosa) there is a group of 13 trees about 100 years old; it has been estimated that they will produce 40,000 lbs. of crude camphor, and are worth, as they now stand, 4,000 silver dol.

It appears that the only process of extracting camphor from the wood among the mountains in this Empire, and the materials used, are of the roughest and most unscientific description. The wood-chips are boiled, the vapour being conducted into a receptacle containing several partitions, surrounded by cold water. In the sides of these partitions are apertures alternating contrarily, which, when open, cause the vapour to fill the divisions by a circuitous route, thus improving the grain of the camphor.

The crude article is brought to market, as a rule, in very rudely constructed wooden tubs.

To make it fit for shipment requires much work, diligence and experience. Each tub is carefully sampled, vertically and diagonally, and the samples are tested by fire and sometimes by alcohol. If no solid adulterant is discovered, the condition of the drug is next enquired into, the difficulty of this step being best explained by at once stating that this crude camphor contains a quantity of water, or oil and water, varying anywhere between 5 per cent. and 20 per cent.

This trouble overcome, the rest is comparatively easy, and consists in weighing, cutting, mixing, and packing for shipment, the packing being in tubs prepared on the premises, partly out of the original packages.

Of course the camphor cannot be packed in its present condition, much of it has to be drained and dried, and frequently a special parcel of "dry" must be bought, at a very high figure, for mixing with it.

The year opened with easier prices, but this leading to some business, holders at once commenced asking higher rates, which stopped transactions. A reaction setting in, some sales at lower figures were made, but on the whole there was little doing.

Towards October supplies near at hand had all been taken up, and considerably higher prices were being asked for future deliveries.

On the whole prices were well maintained, and ranged between 11 dol. 10 c. and 12 dol. 30 c. per picul.

There was little doing in this article till February, when quotations became firmer, and about 2,000 piculs changed hands. This was followed by marked dullness, a few very small parcels only finding buyers at advancing prices, which ultimately stopped business. It was impossible to induce purchasers to come forward,

Vegetable
WAX

Antimony.

and, save insignificant lots, nothing was done, dealers being apparently unwilling to come down in their demands.

Prices varied between 7 dol. and 8 dol. 75 c. per picul.

The year opened with considerable sales, 16 dol. 75 c. being paid for tiles and 15 dol. 35 c. for slabs, but gradually increasing prices soon proved an obstacle to business, sellers being apparently indifferent whether buyers came forward or not.

In sympathy, however, with improved feeling in Europe, a large trade was for a time done in March at hardening prices, though the enquiry did not last long. The market becoming very quiet, remained so, save some small transactions, till September, when it showed a brief period of activity.

In October a brisk demand set in for Corea, and considerable shipments were made to that country. The year closed quiet but firm, prices having ranged between 16 dol. 25 c. and 19 dol. 25 c. per picul.

Notwithstanding the fact that considerable damage was done to the grass crop in July, owing to heavy floods in the producing districts, whereby prices for the raw material were forced up 20 per cent. to 30 per cent., the manufacture of matting has been carried on with great activity, and it is stated that orders from foreign countries, chiefly the United States, are actually larger than can be executed within a reasonable time.

The farmers have been stimulated by this healthy and growing demand to cultivate new districts with the plant, and at the same time the manufacturers are increasing the numbers of their looms, and striving among themselves to invent new and attractive designs, with a view to securing orders during the present year.

Shipments for 1892 amount to 165,907 rolls of 40 yards each (of which 157,134 rolls went to the United States), against a total of 128,145 rolls in 1892.

The following returns shows the very large increase in the value of this article of export:—

Year.						Value.
						£
1886..	..	..	..	..	..	89
1887..	..	..	..	..	..	5,307
1888..	..	..	..	..	..	22,113
1889..	..	..	..	..	..	25,389
1890..	..	..	..	..	..	57,941
1891..	..	..	..	..	..	104,369
1892..	..	..	..	..	..	168,019

The manufacture and export of matches continue on a large scale, and the Japanese-made article is rapidly obtaining a monopoly of the far East ports.

For a time the manufacture of this article was stopped, as buyers did not respond to the increased cost of production, caused
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by the advance in value of chemicals; towards the close of the year, however, markets having improved and mutual concessions being made, business was resumed on an extensive scale.

The steady growth of this business is shown by the following return:—

Year.					Quantity.	Value.
					Gross.	£
1888	..	..	..	..	3,482,116	111,806
1889	..	..	..	..	5,068,966	171,623
1890	..	..	..	..	6,413,564	239,715
1891	..	..	..	..	7,670,073	283,703
1892	..	..	..	..	8,964,388	308,396

Straw plaits.

Owing to an advance in prices, the export business in this article is less than in 1891, but the demand is constantly on the increase.

Umbrella trade.

The export of umbrellas has lately developed in a most remarkable manner; the import trade having almost entirely ceased, stays, handles, and other materials required in the manufacture of umbrellas being principally produced in Japan. The only articles imported in this connection are Italian cloths and cotton satins.

About nine-tenths of all the umbrellas are manufactured in and about Osaka, and are exported by Chinese merchants residing at Kobe. The wholesale export price ranges between 4 dol. to 8 dol. per dozen, the better kinds are exported from Yokohama, and those of an inferior class principally from Kobe.

The market in China is a large one, and the demand in India and Russia-in-Asia is said to be on the increase.

The following return shows to what extent the business in umbrellas has increased during the last few years:—

Year.					Quantity.	Value.
					Number.	£
1888	..	..	..	..	363,229	9,800
1889	..	..	..	..	385,430	13,398
1890	..	..	..	..	574,633	20,094
1891	..	..	..	..	608,241	23,392
1892	..	..	..	..	1,069,732	44,732

Silk manufactures.

In connection with the unsatisfactory state of this part of the export trade, it is well to note that so much more activity, originality, and industry are shown by the manufacturers at the northern port and its vicinity, that foreign firms established at this place often find it to their advantage to have their orders executed in Yokohama.

Fluctuations in exchange.

The accompanying return (p. 33) shows the fluctuations in exchange during 1892.

The total tonnage for 1892 of ships of foreign build, owned by Shipping. foreigners and Japanese, is 1,273,303 tons, and 94,754 tons in excess of that for 1891.

Of this the foreign tonnage is 930,503 tons, against 872,870 tons in 1891, showing an increase of 57,633 tons.

The increase, as regards British shipping interests, is 49,095 tons.

The percentage of foreign ships entered during 1892 is—

Nationality.	Number.	Tons.
	Per cent.	Per cent.
British	66·845	70·900
French	9·269	13·233
German	17·647	11·489
American	2·317	2·234
Norwegian	3·030	1·597
Other nationalities.. .. .	0·892	0·547

There is a slight increase in the percentage of British tonnage as compared with 1891.

During the year under review the principal increase in shipping is—

Nationality.	Number of Vessels.	Tons.
British	20	49,095
Japanese	32	37,121
American	3	5,789
Norwegian	7	4,439
German	12	1,650

A decrease is noticeable in French shipping, amounting to 1,944 tons.

The following table, showing the increase of foreign shipping at this port during the past 20 years, is not devoid of interest :—

Nationality.	1872.		1882.		1892.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Total foreign shipping	291	300,943	156	182,111	561	930,503
British	127	84,648	123	150,891	375	659,737
German	40	11,962	16	11,105	99	106,910
American	106	196,909	16	17,484	13	20,739

The notable decrease in American ships and tonnage in 1882 as compared with 1872 is due to the fact that, under an arrangement with the Japanese Mail Steamship Company, the Pacific

Mail Steamship Company had ceased to run to this port, their local steamers having been purchased by the Japanese Company.

The importance of the shipping in this district is shown by the following returns for 1892:—

TOTAL FOREIGN AND JAPANESE SHIPPING.

Consular District.	Number of Vessels.	Tons.
Hiogo and Osaka	921	1,273,303
Yokohama	472	856,725

TOTAL FOREIGN SHIPPING.

Consular District.	Number of Vessels.	Tons.
Hiogo and Osaka	561	930,503
Yokohama	392	745,034

BRITISH SHIPPING.

Consular District.	Number of Vessels.	Tons.
Hiogo and Osaka	375	659,737
Yokohama	234	536,776

Another sign of the rapidly increasing commercial importance of this district is that the Austrian Lloyds Steam Navigation Company have this year extended their line to this port, and that the ships of the Oriental and Occidental Steamship Company and the Pacific Mail Steamship Company now call here on their way from Hong-Kong to San Francisco.

Population. I enclose a return of the registered foreign population of this Consular district.

General observations. Although Hiogo is the treaty port, business, whether for this part of the district or for Osaka, is, as already stated, always transacted at Kobe, and ships anchor in Kobe Harbour. On October 1 last Hiogo was, however, opened to foreign shipping, but, using the words of the chairman of the Hiogo and Osaka General Chamber of Commerce:—"So far not much advantage has been taken of the new port, owing to the lack of facilities afforded."

Some improvements have recently been made to the customs landing, but that accommodation is still insufficient, and the facilities for embarking and landing passengers are lamentably defective.

Beyond some desultory discussion, no progress has as yet been made with the waterworks scheme.

Since the commencement of this year a telephone exchange has been opened between this place and Osaka, and it appears there are so many subscribers that the authorities find it difficult to keep pace with the demand for instruments.

Note on the Prices Paid for Silk.

The following, published in a leading Japanese newspaper since this report was written, is illustrative of what has been said in the general remarks regarding the phenomenally high prices paid for silk during the past season :—

Year.					Maximum Price per Bale.	Minimum Price per Bale.
					Dollars.	Dollars.
1889	..	..	..	..	810	600
1890	..	..	..	..	730	560
1891	..	..	..	..	670	550
1892 (silk for America)	..	..	..	..	900	600
1892 (silk for France)	..	..	..	..	1,015	700

Note on the Analyses of Rice.

Analyses conducted by the Agricultural College of the Imperial University, in the case of nine kinds of rice shown at the Competitive Exhibition held in Fukagawa last year, gave the following results :—

Kind.	Water.	Albuminoid (Crude Protein).	Cellulose (Fibre).	Fat.	Soluble Non-Nitro- genous Body (Starch).	Ash.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
First...	13.20	10.51	1.31	2.97	83.80	1.41
Second...	13.50	9.41	1.11	2.34	85.81	1.33
Third...	13.50	9.66	1.32	2.47	85.12	1.43
Fourth...	13.24	11.12	0.97	2.77	83.69	1.45
Fifth...	12.96	10.40	0.92	2.41	84.71	1.56
Sixth...	13.70	9.04	0.90	2.29	86.31	1.46
Seventh...	14.04	9.84	1.28	2.56	84.83	1.49
Eighth...	13.43	9.91	1.02	2.61	84.94	1.51
Ninth...	14.27	11.16	1.10	2.25	82.90	1.59

These are arranged in order of quality as judged at the Exhibition. Another table shows the places of production, and the respective weights of the samples :—

Kind.	Name.	Place of Production.	Weight per 1,000 grains.
			Gram.
First	Sekitori ..	Ise	19·02
Second	Ogura Bozu ..	Higo	24·12
Third	Mitsubu Issun ..	Owari	27·00
Fourth	Sekitori ..	Mino	19·25
Fifth	Sekitori ..	Ise	18·69
Sixth	Omase	Higo	25·26
Seventh	Ishijiro ..	Etchu	22·41
Eighth	Wakazakura ..	Ugo	23·01
Ninth	Ikezoko ..	Mino	22·03

The result of analyses of mixed specimens consisting of 578 kinds, was as follows :—

Description.	Per Cent.
Water	13·54
Dry matters—	
Albuminoid	10·12
Cellulose	1·10
Fat	2·52
Soluble nitrogenous body	84·79
Ash	1·47
Total nitrogen	1·617
Albuminoid nitrogen	1·495
Non-albuminous nitrogen	0·122
" " per cent. of	7·4
Analysis of ash—	
Potassium	22·47
Sodium	4·55
Lime	2·93
Magnesium	12·60
Oxide of iron	1·63
Phosphoric acid	48·31
Sulphuric acid	0·23
Silicic acid	6·53
Chlorine	0·91

RETURN of the Principal Articles of Import to the Ports of
Hiogo and Osaka during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton manufactures—					
Handkerchiefs	Dozens ...	168,347	11,920	92,832	6,221
Thread	Lbs. ...	126,118	8,306	82,564	6,846
Yarn	" ...	17,819,843	529,262	10,963,295	399,299
Piece-goods—					
Chintzes	Yards ...	2,015,513	22,385	939,881	9,825
Satins	" ...	3,018,903	55,192	812,635	15,605
Shirtings	" ...	19,115,041	149,790	15,146,635	138,931
T-cloths	" ...	874,542	7,565	1,110,527	10,956
Turkey-reds	" ...	3,039,919	26,036	3,364,350	35,279
Velvets	" ...	1,438,055	35,954	720,136	19,465
Miscellaneous	" ...	...	15,735	...	17,243
Total	...	...	862,645	...	659,671
Cotton, raw	Lbs. ...	80,973,051	1,280,935	51,943,977	944,061
" unginmed	" ...	44,610,712	184,742	39,809,073	199,226
Total	...	125,583,763	1,465,677	91,753,050	1,143,287
Woollen manufactures—					
Blankets	Lbs. ...	577,535	36,267	247,953	16,175
Cloth	Yards ...	234,438	27,573	141,406	19,466
Flannels	" ...	1,739,106	86,460	805,337	39,572
Italian cloth	" ...	2,049,675	70,829	3,787,944	135,263
Mousseline de laine	" ...	8,809,565	172,999	6,491,070	143,636
Miscellaneous piece-goods	" ...	...	20,785	...	20,090
Yarn	Lbs. ...	150,491	17,688	61,136	8,618
Wool	" ...	225,004	9,053	...	...
Total	...	...	441,650	...	382,820
Metals—					
Iron—					
Bar	Tons ...	9,526	63,623	9,408	62,687
Nails	" ...	5,607	56,534	4,286	43,007
Pig	" ...	8,855	27,590	7,362	20,720
Plate	" ...	1,701	12,119	2,249	17,091
Roll	" ...	1,159	7,916	4,297	21,629
Ware	" ...	...	15,407	...	30,163
Wire	Tons ...	602	10,825	...	...
Sundry	" ...	...	15,303	...	27,823
Lead	Tons ...	2,761	35,340	1,243	19,927
Steel and steelware	" ...	...	19,734	...	19,513
Zinc	Tons ...	1,797	38,756	1,269	28,662
Tin	" ...	88	9,219	99	9,333
Miscellaneous	" ...	...	25,198	...	22,532
Total	...	...	337,564	...	323,092
Kerosine oil	Gallons ...	13,157,805	200,776	17,823,380	332,662
Rice	Tons ...	35,735	229,594	66,810	435,096
Barley	" ...	346	1,272	2,176	56,789
Wheat	" ...	939	4,904	987	4,846
Other grains	" ...	...	2,131	...	3,039
Total	...	...	237,901	...	499,770
Sugar—					
Brown	Tons ...	9,109	92,947	5,900	59,056
White	" ...	29,166	454,363	22,138	364,546
Miscellaneous	" ...	1,540	3,194	1,247	2,904
Total	...	39,815	549,804	29,285	426,506
Miscellaneous —					
Arms and munitions of war	" ...	...	12,158	...	17,721
Ale, beer, and porter	" ...	...	8,309	...	6,260
Beans, pease, and pulse	Tons ...	73,023	822,106	46,034	241,191
Boilers, steam	" ...	...	5,729	...	8,733
Books and stationery	" ...	...	39,857	...	32,699
Clocks and watches	" ...	...	16,891	...	19,473
Clothing	" ...	...	13,377	...	16,681

RETURN of the Principal Articles of Import to the Ports of
Hiogo and Osaka during the Years 1892-91—continued.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Chemicals and drugs—					
Alcohol	Tons ...	469	11,378	...	...
Bicarbonate of soda	" ...	695	4,450	567	3,811
Caustic soda	" ...	1,719	15,621	2,782	26,724
Salicylic acid	Lbs. ...	35,616	9,485	38,639	10,112
Carbolic "	" ...	81,191	1,566	60,200	2,353
Potash chlorate... ..	" ...	1,737,179	39,464	51,800	5,000
" other	" ...	40,600	6,471	...	...
Phosphorus amorphous... ..	" ...	105,347	11,809	111,700	22,517
Miscellaneous drugs	" ...	...	70,714	...	90,763
Dried sardines (for manure)	Tons ...	1,861	8,382	2,021	8,501
Dyes and paints—					
Aniline	Lbs. ...	214,724	25,850	249,873	23,642
Logwood extract	" ...	670,901	12,092	...	...
Vermilion	" ...	51,483	6,112	...	...
Miscellaneous	" ...	...	39,704	...	44,474
Glass and glassware	" ...	...	26,659	...	37,121
Gunny bags	Number ...	598,200	7,755	972,100	18,124
Hats and caps	Dozens ...	25,342	24,802	40,569	39,406
Hides	" ...	...	49,670	...	36,498
India-rubber ware	" ...	...	4,903	...	6,417
Instruments	" ...	...	2,960	...	...
Lard and tallow	Tons ...	168	2,866	457	8,396
Leather	Lbs. ...	832,723	39,159	535,235	20,540
Locomotive engines	" ...	...	7,313	...	50,312
Machinery, spinning	" ...	...	45,262	...	52,187
" other	" ...	...	37,698	...	62,355
Mats	" ...	...	7,613	...	6,648
Oil cakes	Tons ...	24,059	84,858	8,738	34,159
" castor (for lubricating)	Lbs. ...	208,155	1,858	235,021	3,269
" cocoa nut	" ...	537,043	4,035	1,139,075	9,422
Paraffin	" ...	2,298,551	28,459	1,397,320	19,374
Portland cement	Tons ...	1,127	2,095	2,075	3,596
Provisions	" ...	...	31,805	...	29,413
Railway carriages... ..	" ...	...	3,825	...	23,058
Rattans	" ...	...	6,107	...	...
Steamers	" ...	...	52,353	...	25,200
Satins, silk, and cotton mixtures	Yards ...	202,423	15,660	274,525	23,099
Textile fabrics, miscellaneous,					
raw materials thereof	" ...	...	40,951	...	39,793
Tortoise shells	" ...	...	2,866	...	3,050
Wines and spirits	" ...	...	5,872	...	9,460
Sundry	" ...	...	99,802	...	56,752
Total	...	...	1,318,141	...	1,196,399
Recapitulation—					
Cotton manufactures	" ...	...	862,645	...	659,671
" raw	Lbs. ...	114,431,085	1,465,677	91,758,050	1,143,287
Woollen manufactures	" ...	...	441,650	...	332,820
Metals	" ...	...	337,564	...	323,092
Kerosene oil	Gallons ...	13,157,805	200,776	17,829,380	332,662
Rice and other grain	" ...	...	237,901	...	499,770
Sugar	Tons ...	39,815	549,804	29,285	426,500
Miscellaneous	" ...	...	1,318,141	...	1,196,399
Total	...	...	5,414,158	...	4,964,201

RETURN of Principal Articles of Export from the Port of Hiogo
during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Rice	Tons	62,918	527,915	104,357	887,557
Tea—					
Green, pan fired	Lbs.	16,595,043	400,581	17,666,748	408,141
" basket fired	"	318,916	8,854	201,275	5,412
Dust	"	2,540,558	12,069	2,837,893	13,727
Sundry	"	611,603	4,112	654,817	5,256
Total		20,066,120	425,616	21,360,713	432,536
Metals—					
Antimony	Tons	1,219	23,560	1,829	37,396
Brass wire	"	210	9,825	...	...
Bronze	"	265	7,494	725	22,789
Copper, bar and slab	"	7,712	314,047	6,115	286,450
" ingots	"	1,341	51,287	1,049	45,647
Sundry	"	212	13,501	348	25,272
Total		10,959	419,714	10,066	417,554
Dried fish—					
Cuttle	Tons	1,599	50,183	1,577	55,154
Iriko or bêche de-mer	"	104	7,556	89	6,566
Shell-fish	"	167	7,523	179	8,742
Shrimps	"	743	23,836	911	31,919
Sundry	"	284	2,457	252	2,244
Total		2,897	91,555	3,008	104,625
Coal	Tons	58,050	36,900	87,187	64,791
Miscellaneous—					
Bamboo			15,672	...	22,134
" ware			26,604	...	23,443
Bronze			10,828	...	10,699
Camphor	Tons	1,713	174,603	2,263	236,940
" oil	"	416	5,019	489	5,753
Cotton manufactures			59,771	...	43,222
Drugs, miscellaneous			25,853	...	16,252
Fans	Number	10,249,390	41,626	10,888,771	50,065
Feathers and furs			8,730	...	8,572
Gall nuts	Lbs.	321,762	4,961	454,295	8,395
Ginseng	"	89,352	17,240	59,872	15,405
Glassware			19,491	...	15,755
Kauten (isinglass)	Lbs.	2,871,171	76,006	1,506,341	68,075
Lacquerware			17,967	...	26,746
Matches	Gross	8,964,388	308,396	7,670,073	283,703
Matting			168,019	...	104,369
Mushrooms	Lbs.	1,068,737	47,564	1,093,083	48,407
Paper			12,883	...	11,999
Porcelain ware			116,687	...	107,846
Rags	Tons	5,715	28,712	3,967	20,901
Rapeseed	"	1,837	13,610	2,711	22,672
" oil	"	950	14,524	1,110	20,638
Screens	Number	123,007	46,512	123,825	52,691
Seaweed	Tons	3,266	16,804	...	9,865
Shells			6,588	...	...
Silk, raw, waste			59,439	...	69,412
" manufactures			17,801	...	27,200
Straw plaits	Bundles	110,709	7,011	216,386	14,937
Sulphuric acid			2,699	...	4,734
Timber and planks			19,982	...	17,140
Umbrellas	Number	1,069,732	44,732	608,241	23,392
Wax, vegetable	Tons	1,416	40,000	1,514	48,568
Wheat			1	1,504	9,603
Miscellaneous			247,496	...	295,495
Total			1,722,125	...	1,750,718
Recapitulation—					
Rice	Tons	62,918	527,915	104,357	887,557
Tea	Lbs.	20,066,120	425,616	21,360,713	432,536
Metals	Tons	10,959	419,714	10,066	417,554
Dried fish	"	2,897	91,555	3,008	104,625
Coal	"	58,050	36,900	87,187	64,791
Miscellaneous			1,722,125	...	1,750,718
Grand total			3,223,825	...	3,657,781

RETURN of all Shipping Entered at the Ports of Hiogo and
Osaka during the Year 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	17,932	364	641,805	375	659,737
Japanese	1	5	359	342,795	360	342,800
French			52	123,131	52	123,121
German	3	3,908	96	103,002	99	106,910
American	13	20,789			13	20,789
Norwegian			17	14,860	17	14,860
Chinese			1	1,211	1	1,211
Russian			1	2,291	1	2,291
Dutch			2	1,344	2	1,344
Corean			1	230	1	230
Total	28	42,634	893	1,230,669	921	1,273,303

RETURN showing the Value in sterling of Imports from and Exports to some of the Principal Countries and Ports during the undermentioned Year.

Year.	Great Britain and Colonies other than Hong-Kong.		Hong-Kong.		United States.		China.		Other Countries.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
1892 ..	£ 2,168,797	£ 452,701	£ 470,202	£ 1,160,141	£ 408,400	£ 849,062	£ 1,214,333	£ 396,105	£ 151,151	£ 352,232

JAPAN.

RETURN of Registered Foreign Residents and Firms at Hiogo and Osaka during the Year 1892.

Nationality.	Hiogo.			Total Residents.	Osaka.			Total Residents.	Hiogo and Osaka.	Number of Firms.	Osaka.	Total Number of Firms.
	Adults.		Children.		Adults.	Children.						
	Male.	Female.										
							Male.						Female.
British ..	168	65	118	311	12	20	54	405	48	..	48	
American ..	41	23	12	76	11	20	82	138	10	..	10	
Austro-Hungarian ..	2	..	..	2	..	..	..	2	1	..	1	
Belgian ..	1	..	..	1	..	..	..	1	1	..	1	
Chinese ..	725	117	107	949	111	10	132	1,081	8	9	17	
Danish ..	5	3	6	14	..	..	..	14	..	..	..	
Dutch ..	8	13	1	12	..	..	..	12	2	..	2	
French ..	22	9	8	39	5	5	10	49	4	..	4	
German ..	62	12	13	87	3	..	3	90	18	..	18	
Italian ..	1	..	..	1	..	..	..	1	..	..	..	
Norwegian .. and ..	3	2	2	7	..	..	..	7	..	..	..	
Swedish ..	14	5	11	30	..	..	..	30	1	..	1	
Portuguese ..	1	..	..	1	..	..	..	1	..	..	..	
Russian ..	2	..	..	2	..	..	..	2	1	..	1	
Spanish ..	..	..	..	..	..	..	..	..	..	..	..	
Swiss ..	..	..	..	..	1	..	1	1	..	1	1	

RETURN of the Fluctuations in Exchange at Hiogo (Kobe)
during the Year 1892.

Month.		Private 4 Months' on London Credits.	Private 6 Months' on Paris.	Private 10 Days' on Shanghai.	Private 30 Days' on New York.
		<i>s. d.</i>	<i>Fr. c.</i>	<i>Cents.</i>	<i>Cents.</i>
January ..	{ highest	3 1 $\frac{1}{2}$	4 02	73 $\frac{1}{2}$	76 $\frac{1}{2}$
	{ lowest	3 0 $\frac{1}{2}$	3 89	73 $\frac{1}{2}$	73 $\frac{1}{2}$
February ..	{ highest	3 0 $\frac{3}{8}$	3 90	73 $\frac{1}{2}$	73 $\frac{1}{2}$
	{ lowest	3 0	3 82	73 $\frac{1}{2}$	72 $\frac{1}{2}$
March ..	{ highest	3 0 $\frac{1}{2}$	3 87	73 $\frac{5}{8}$	73 $\frac{1}{2}$
	{ lowest	2 10 $\frac{1}{4}$	3 65	73 $\frac{1}{2}$	69
April ..	{ highest	2 11 $\frac{1}{4}$	3 73	73 $\frac{3}{4}$	71
	{ lowest	2 10 $\frac{3}{8}$	3 65	73 $\frac{3}{8}$	69 $\frac{1}{4}$
May ..	{ highest	2 11 $\frac{1}{2}$	3 79	74	72
	{ lowest	2 10 $\frac{3}{4}$	3 69	73 $\frac{3}{4}$	69 $\frac{1}{2}$
June ..	{ highest	3 0 $\frac{1}{2}$	3 85	74	73 $\frac{1}{2}$
	{ lowest	2 11 $\frac{1}{4}$	3 75	73 $\frac{1}{2}$	71
July ..	{ highest	2 11 $\frac{3}{8}$	3 77	73 $\frac{1}{2}$	71 $\frac{1}{2}$
	{ lowest	2 10 $\frac{1}{2}$	3 71	73 $\frac{3}{4}$	70 $\frac{1}{2}$
August ..	{ highest	2 11 $\frac{1}{2}$	3 75	74	71 $\frac{1}{2}$
	{ lowest	2 10 $\frac{1}{2}$	3 67	73 $\frac{3}{4}$	70
September..	{ highest	2 11 $\frac{1}{2}$	3 76	74	71 $\frac{1}{2}$
	{ lowest	2 10 $\frac{1}{2}$	3 74	74	71 $\frac{1}{2}$
October ..	{ highest	3 0	3 85	74	73 $\frac{1}{2}$
	{ lowest	2 10 $\frac{1}{4}$	3 75	74	71 $\frac{1}{2}$
November..	{ highest	2 10 $\frac{1}{8}$	3 75	74	71 $\frac{1}{2}$
	{ lowest	2 10	3 66	73 $\frac{1}{2}$	69 $\frac{1}{2}$
December ..	{ highest	2 10 $\frac{1}{2}$	3 67	73 $\frac{1}{2}$	70
	{ lowest	2 9 $\frac{1}{2}$	3 53	72	67 $\frac{1}{2}$

STATEMENT showing the Names of the Existing Cotton Spinning Companies of Japan, the Number of Spindles at Work, the Amount of Yarn Produced, the Quantities of Cotton and Coal consumed and the Number of Working Days used during the Six Months ended June 30, 1892, together with the Average Daily Calculations of the Number of Working Hours, and the Number of Employés and the Amount of their Remuneration.

Name of Company.	Spindles.			Yarn.			Cotton.	Coal.	Working Days.	Working Hours.	Employés.		Wages.	
	Ring.	Mule.	Total.	Ring.	Mule.	Total.					Men.	Women.	Men.	Women.
Osaka Boreki	30,217	26,548	56,765	3,440,333	2,678,108	6,118,441	7,149,933	16,820,799	165	22	1,302	2,439	14.63	9.84
Naniwa Boreki	13,630	11,800	25,430	2,106,450	574,991	2,681,441	3,000,433	6,647,998	162	22	858	1,339	12.19	7.90
Mie Boreki	18,872	11,800	30,672	2,337,560	1,446,441	3,833,991	4,652,925	6,884,041	158	23	468	1,497	15.73	9.22
Kanagatruchi Boreki	27,974	12,112	40,086	3,203,358	97,241	3,300,600	3,895,705	9,213,196	151	22	366	1,542	24.65	13.85
Tenma Boreki	6,170	9,329	15,499	787,091	1,009,475	1,796,566	2,175,833	4,202,934	163	23	270	763	18.86	10.50
Setsumi Boreki	19,302	...	19,302	3,437,966	...	3,437,966	4,143,116	5,367,721	164	22	317	1,081	15.79	9.30
Tamashima Boreki	10,092	4,000	14,092	1,670,125	439,316	2,109,441	2,325,841	4,245,285	159	22	128	459	16.36	7.03
Kanagin	13,296	...	13,296	1,290,863	...	1,290,863	1,658,587	3,738,957	162	22	128	616	18.28	9.33
Hirano Boreki	11,368	...	11,368	2,046,550	...	2,046,550	2,512,168	3,950,587	164	22	164	582	15.52	8.24
Dojima Boreki	8,194	2,240	10,434	1,118,316	117,375	1,235,691	1,252,000	3,933,322	161	24	194	509	14.96	7.97
Senshu Boreki	10,320	...	10,320	1,442,900	...	1,442,900	1,780,108	2,918,985	155	22	138	583	14.96	7.97
Mika Boreki	7,953	...	7,953	760,516	...	760,516	927,005	1,536,559	153	22	119	308	15.82	6.33
Nagoya Boreki	2,304	6,167	8,471	341,075	559,325	900,400	1,092,625	3,099,800	151	23	102	308	15.88	8.03
Okayama Boreki	9,816	...	9,816	1,719,766	...	1,719,766	1,998,050	2,586,609	154	23	118	564	18.86	6.86
Tokio Boreki...	6,080	2,880	8,960	1,087,808	283,266	1,371,075	1,580,266	2,925,999	163	23	126	371	19.72	8.31
Anagasaki Boreki	9,032	...	9,032	1,515,941	...	1,515,941	1,860,908	2,947,798	152	22	156	557	16.63	7.97
Hiroshima Boreki	2,000	...	2,000	186,703	...	186,703	329,125	2,079,098	160	22	96	184	13.81	7.55
Wakayama Boreki	4,576	4,962	9,538	584,415	...	584,415	635,750	1,300,899	151	22	111	274	14.97	7.55
Kureme Boreki	4,131	...	4,131	782,045	...	782,045	863,011	1,771,508	155	24	134	216	20.00	8.03
Fineji Boreki	2,752	917	3,669	481,025	63,416	544,441	593,043	1,443,668	156	22	70	180	18.22	7.18
Kurashiki Boreki	4,472	...	4,472	765,816	...	765,816	771,900	1,443,668	156	22	70	180	18.22	7.18
Shimotsuke Boreki	3,200	...	3,200	676,541	...	676,541	711,900	1,443,668	156	22	70	180	18.22	7.18
Shimonura Boreki	1,608	...	1,608	238,500	...	238,500	291,633	495,188	151	22	70	180	12.50	9.02
Shimonura Boreki	1,200	...	1,200	55,183	...	55,183	119,616	1,443,668	144	11	37	51	15.95	6.70
Ogishima Boreki	2,064	...	2,064	319,433	...	319,433	338,508	763,000	165	22	50	132	14.35	6.70
Watanabe Boreki	2,000	...	2,000	...	...	...	154,305	154,305	164	23	20	66	12.59	7.92
Shimada Boreki	2,000	...	2,000	...	...	...	148,575	148,575	165	23	20	66	12.59	7.92
Enshu Boreki	2,000	...	2,000	...	...	...	95,841	95,841	156	19	43	43	20.00	8.50
Yamato Boreki	2,000	...	2,000	...	...	...	109,775	109,775	152	23	34	46	13.55	6.77
Kanato Boreki	2,000	...	2,000	...	...	...	168,766	168,766	152	21	20	57	20.03	8.55
Aichi Boreki	2,000	...	2,000	...	...	...	153,658	180,616	147	24	20	76	19.84	7.54
Miagi Boreki	2,000	...	2,000	...	...	...	73,750	83,053	138	12	13	26	16.42	5.66
Kiudara Boreki	2,000	...	2,000	...	...	...	151,666	174,044	160	22	20	70	17.77	7.77
Shiojima Boreki	2,000	...	2,000	...	...	...	187,808	223,333	180	22	30	160	19.46	6.29
Fuji Boreki	1,133	...	1,133	202,491	...	202,491	224,941	436,730	140	23	17	39	17.13	10.13
Total	226,559	98,241	324,800	32,120,808	9,225,484	41,346,291	48,297,625	93,555,129	152	22	5,420	16,110	16.23	8.06

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J A P A N.

REPORT FOR THE YEAR 1892
ON THE
FOREIGN TRADE OF JAPAN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1118.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.*

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J A P A N.

TOKIO.

Mr. de Bunsen to the Earl of Rosebery.

My Lord,

☞ *Tokio, May 30, 1893.*

I HAVE the honour to transmit herewith a Summary of the Foreign Trade of Japan for the year 1892, which has been compiled by Mr. Spring Rice, Second Secretary to this Legation.

The following points appear to be of special interest:—

I. The increase of the foreign trade of Japan. The total sterling value of last year's foreign trade is nearly double that of 1884.

II. The alteration which has taken place in the trade of Japan in the last few years, owing to the progress of Japanese industries. The imports of raw material are increasing at the expense of the imports of manufactured goods. While the sterling value of the imports has increased 19 per cent. since 1887, the value of the import of cotton yarn and piece-goods has decreased 17 per cent.; the value of the import of woollen goods is stationary. On the other hand, Japan imported last year 11 times the quantity of raw cotton imported in 1887, and since the same year her export of fabrics manufactured in Japan has increased nearly 400 per cent. In the far East, Japan has now become a competitor with England in certain lines of cotton goods.

III. The increased consumption of cotton goods in Japan. The amount of foreign and Japanese yarn consumed in Japan (exclusive of that manufactured from native-grown cotton) has increased from 25,000 tons in 1887 to 72,000 tons in 1892, while the quantity of the principal fabrics imported has increased likewise.

IV. The steady increase in the import of sugar is another sign of the growing prosperity of the country.

(1607)

A 2

V. The fall since 1890 of the silver prices of the principal articles of import (except certain lines of iron goods), and the rise of the silver prices of the principal articles of export. Japan has been steadily selling in a dearer market and buying in a cheaper one.

VI. The export of gold and import of silver. In 1892 Japan exported 1,000,000*l.* sterling worth of gold, and imported 3,000,000*l.* sterling worth of silver. I may here state that the foreign debt of Japan (interest payable in gold) was, in March last, only 768,000*l.*

VII. For various causes the figures show a decline in British trade. In 1889 40 per cent. of the entire trade of Japan was with the British Empire; in 1890, 41 per cent.; in 1891, 37 per cent.; in 1892 the percentage sank to 55. In 1889 the percentage which the whole value of the trade of Great Britain bore to the total trade was 24; in 1892 it was 15. This has been partly owing to the increased value of the exports of silk and tea, which go mainly to France and America direct. But there has also been a relative decline in the value of British imports alone. In 1886 the imports for Great Britain alone were 46 per cent. of the whole value of the imports of Japan; in 1889 they were 39 per cent.; in 1890 and 1891, 32 per cent.; in 1892, 30 per cent. Though European trade, as a whole, might be expected to suffer from the same influences, it appears that last year, while the imports from Great Britain decreased nearly 7 per cent., the imports from Germany and France were larger than the year before.

But while the figures show a result which cannot be considered satisfactory, I am bound to add that British import trade appears to be in a healthy state; the stocks on hand are not so great as last year, and the demand, as shown by deliveries, is increasing. The change which is taking place in the import trade of Japan, while it affects seriously certain branches of British manufactures, may tend, if kept pace with, to stimulate others. The growing wealth and industries of the country may be expected to bring with them an increased demand, not only for raw material, but for the higher grades of manufactured goods.

I have, &c.

(Signed) M. DE BUNSEN.

Report on the Foreign Trade of Japan for the Year 1892.

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The figures quoted in the following summary are based upon statistics given in the official return of the foreign trade of the Empire of Japan. Imports for the year are converted into sterling at the rate of 2s. 11½d. to the dollar; exports at the rate of 2s. 10½d. to the dollar. The rate at which imports and exports were converted in the report on the foreign trade of Japan for the year 1891 was respectively 3s. 4d. and 3s. 2½d. The difference of the rates for 1892 and 1891 is about 10 per cent.

The total foreign trade of Japan for the year 1892 amounted to 23,805,232*l.*, composed of—

Total foreign trade.

						Value.
						£
Exports	..	..	..	..	..	13,143,470
Imports	..	..	..	..	..	10,661,762

Showing, as compared with the figures for 1891, an increase of 344,550*l.* in exports, and of 173,884*l.* in imports, or a net increase on the whole foreign trade of 518,434*l.*, and an excess of exports over imports amounting to 2,481,708*l.*

Compared with 1891.

Distribution
of trade
among the
ports.

The distribution of the trade among the open and other ports*
was as follows:—

Ports.				1892.	1891.
				£	£
Yokohama	..	..	Exports	8,880,187	7,972,987
			Imports	4,683,030	4,830,469
			Total	13,563,217	12,803,456
Hiogo and Osaka	..	..	Exports	3,253,923	4,964,201
			Imports	5,417,954	3,655,666
			Total	8,671,877	8,619,867
Nagasaki	..	..	Exports	481,480	618,358
			Imports	438,237	488,689
			Total	919,717	1,107,047
Hakodate	..	..	Exports	112,944	102,792
			Imports	1,809	36,247
			Total	114,753	139,039
Other ports	..	..	Exports	414,936	449,117
			Imports	120,732	168,272
			Total	535,668	617,389

The trade of Yokohama, Nagasaki, Hakodate, and the “other ports” suffers a decrease in the value of imports as compared with last year. This is made up for by a large increase in the import trade of Hiogo and Osaka. The export trade of Yokohama and Hakodate has increased, while that of Nagasaki, Hiogo, and Osaka, and the other ports has diminished.

The trade of 1892 was larger than that of any previous year.

Value of
trade for last
nine years.

The following table shows the value of the import, export, and total trade of Japan from 1884–92 (the figures are taken from previous reports from this legation):—

* The term “other ports” comprises Niigata, Shimonoseki, Moji, Hakata, Karatsu, Kuchinotsu, Misumi, Idzuga-hara, Shishimi, Sasuna, and Otaru.

Year.	Value.		
	Imports.	Exports.	Total.
	£	£	£
1884	5,999,805	5,971,205	11,971,010
1885	5,918,179	6,321,947	12,240,126
1886	5,577,817	7,999,659	14,577,476
1887*	8,905,320	8,180,322	17,085,642
1888	11,195,358	10,076,206	21,262,564
1889	10,131,408	10,756,708	20,888,116
1890	13,280,894	9,580,322	22,862,216
1891	10,487,878	12,798,920	23,286,798
1892	10,661,762	13,143,470	23,807,232

* In 1888 the Japanese customs changed the method of valuation of imports, raising it about 15 per cent.

In this period a considerable change has come over the trade of Japan, as will appear from the following table, the figures of which are based on the Japanese official reports. Change of character of trade.

PERCENTAGE of Principal Articles of Export and Import of Total Value of Export and Import.

I.—EXPORTS.

Article.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Rice..	..	..	2	7	4	11	10	2	8	4
Copper	..	..	5	4	4	5	4	9	6	5
Silk (raw)	..	..	40	40	41	42	40	21	40	43
Tea	..	..	18	17	14	9	8	9	8	8
Silk piece-goods	..	..	2	2	2	2	2	4	6	9

II.—IMPORTS.

Article.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Kerosene	..	..	5	9	4	5	7	6	7	4
Sugar	..	..	17	17	13	10	9	10	12	13
Cotton-yarn	..	..	17	12	18	20	19	12	9	10
Cotton (raw)	..	..	2	2	2	3	8	6	13	17
Shirts	..	..	5	4	3	4	3	5	3	3
Italian cloth	..	..	3	2	2	2	2	2	3	1
Mousseline de laine	..	..	3	2	2	3	3	3	3	3
Metals	..	..	9	9	9	11	9	8	8	7

From this table it appears that, in a period of 10 years, while raw silk has kept its high place among the articles exported from Japan to foreign countries (forming on an average something over 40 per cent. of the total exports), tea has become an article of less importance, falling from 17 per cent. to 8 per cent. On the other hand, the export of silk manufactured goods is relatively increasing, and is now a more important item in the export trade than tea.

The second table shows also that Japan is becoming year by year her own manufacturer.

The import of cotton yarn, which formed 22 per cent. of the total imports of 1883, fell to 10 per cent. of the total value of the imports of 1892, while raw cotton has risen in the same period from 1 per cent. to 17 per cent., and is now the most important article in the import trade. A steady decline will be observed in the proportion borne by manufactured goods (shirtings, Italian cloth, and mousseline de laine) to the total value of the imports. It will be seen that this change nearly concerns the trade of Great Britain.

From tables published in the Japanese customs returns for 1892 it appears that 82 per cent. of the entire foreign trade was in the hands of foreigners, viz., $78\frac{1}{2}$ per cent. of imports and $85\frac{1}{2}$ per cent. of exports. The percentage in 1891 was, of the entire trade, 82 per cent.; of imports 77 per cent., and of exports 87 per cent.

Percentage of
trade in hands
of foreigners.

STATISTICS showing the Distribution of the Trade of Japan among Foreign Countries.

Country.	Value.		
	Exports.	Imports.	Total.
	£	£	£
United Kingdom	565,794	3,107,572	3,673,366
Hong-Kong	1,917,149	1,044,221	2,961,370
British India	203,195	1,145,310	1,350,505
Australia	105,556	40,775	146,331
Canada	157,025	4,597	161,622
Total British	2,950,719	5,342,475	8,293,194
United States.. ..	5,579,670	895,089	6,474,759
China	917,398	1,869,896	2,787,294
France	2,610,392	541,189	3,151,581
Germany	135,727	952,937	1,088,664
Other countries and ships' use	949,564	1,060,176	2,009,740
Grand total	13,148,470	10,661,762	23,805,232

Comparing the above with the corresponding figures for 1891 the difference is as follows:—

Compared
with 1891.

Country.				Value.
United Kingdom	Exports	Imports	Decrease	£
			"	340,788
	Exports	Imports	Increase	225,103
			Net decrease	565,891
Hong-Kong	Exports	Imports	Decrease	107,234
			Increase	195,953
	Exports	Imports	Increase	88,719
			Net increase	88,719
British India	Exports	Imports	Increase	46,190
			"	209,630
	Exports	Imports	Increase	255,820
			Net increase	255,820
Australia	Exports	Imports	Decrease	16,290
			Increase	2,634
	Exports	Imports	Increase	13,656
			Net increase	13,656
Canada	Exports	Imports	Decrease	59,060
			Increase	1,124
	Exports	Imports	Increase	57,936
			Net decrease	57,936
British Empire.	Exports	Imports	Decrease	477,182
			Increase	184,238
	Exports	Imports	Increase	292,914
			Net decrease	292,914
United States	Exports	Imports	Increase	784,416
			Decrease	244,919
	Exports	Imports	Increase	539,497
			Net increase	539,497
China	Exports	Imports	Decrease	20,200
			Increase	403,491
	Exports	Imports	Increase	383,291
			Net increase	383,291
France	Exports	Imports	Increase	177,005
			"	68,851
	Exports	Imports	Increase	245,856
			Net increase	245,856
Germany	Exports	Imports	Decrease	98,693
			Increase	98,358
	Exports	Imports	Increase	335
			Net decrease	335

Decline of
British trade.

British trade has continued its downward course. In 1890 its value was 41 per cent. of the total foreign trade of Japan. In 1891 it fell below 37 per cent. In 1892 it represented less than 35 per cent.

TABLE giving particulars of the Decline of British Trade during the last Four Years, the Figures representing the Percentage of the Total Foreign Trade.

Country.	1889.			1890.			1891.			1892.		
	Imports.	Exports.	Total Trade.	Imports.	Exports.	Total Trade.	Imports.	Exports.	Total Trade.	Imports.	Exports.	Total Trade.
Great Britain ..	39	11	24	32	9	22	32	7	18	29	4	15
Hong-Kong ..	5	10	8	6	15	10	8	16	12	9	15	12
British India ..	11	2	6	11	1	7	8	1	4	11	1½	5
Australia ..	½	1	½	½	1	1	½	1	½	½	½	½
Canada ..	½	½	½	½	2	½	½	2	1	½	1	½
British Empire..	57	25	40	50	29	41	49	27	37	50	22	35

Thus the total trade of Great Britain has fallen from 24 per cent. to 15 per cent. of the total foreign trade; the exports to Great Britain from 11 per cent. to 4 per cent., and the imports from 39 per cent. to 29 per cent.

The percentage of the trade of Hong-Kong has increased from 8 per cent. to 12 per cent.

British Indian trade has proportionately decreased. In 1889 it was 6 per cent. of the whole, and in 1892, 5 per cent.

The trade of Australia and Canada with Japan has decreased. Together their trade only amounts to a little over 1 per cent. of the total trade.

Decline of
British trade
relatively to
that of other
nations.

The tendency of the import trade of Japan is, as has been shown, towards an increase in the importation of raw material and a decrease in the importation of manufactured goods, such as cottons, woollens, machinery, &c. It is natural that Great Britain, the staple of whose trade is the import of these latter articles, should suffer by such a change. But it is to be observed that the imports from Germany and France have increased, although their trade is similarly circumstanced.

Below are tables which give (1) Particulars as to the import and export trade of Great Britain, Hong-Kong, Australia, and Canada, with the increase or decrease on the preceding year, and (2) the share which Great Britain has had this year and the year before in the import of certain leading articles. The percentage of British trade is given, as well as that of competing nations, so that their relative positions are shown for the two years under review.

Exports to
Great Britain. Turning first to the exports from Japan to Great Britain, it appears that the largest decrease is in rice—and is proportionate to the total decrease in the export of that article from Japan. There is a considerable increase in the value of the export of copper to Great Britain, although the total export has diminished. Great Britain took less silk from Japan in 1892, although the general export increased greatly. The total decrease in the export trade to Great Britain was 340,000*l.*, or 37 per cent.

Imports from
Great Britain. Turning to imports, it appears that the largest decrease is in the value of the import of Italian cloths from Great Britain, and is proportionate to the decrease of the total import, of which Great Britain contributes 98 per cent.

The decrease under the heads of railway material and machinery is partly accounted for by the general decrease in the import of these articles, but the proportional share of Great Britain has decreased, to the advantage of Germany, in both locomotives and iron rails. Great Britain's share in the import of machinery has increased, but the total amount imported has diminished from 210,000*l.* in 1890 to 149,000*l.* in 1892. Under the heading steam-boilers and engines, Great Britain seems to be giving place to France and the United States.

The general import of metals and their manufactures has decreased about 12 per cent. Pig-iron, iron nails, and lead are, however, exceptions. In the increase under these headings Great

Britain has shared: in iron nails, however, the largest item, she has given place to Belgium; Germany coming first with 63 per cent., Belgium 20 per cent., and Great Britain 17 per cent. In the import of pig-iron and lead she has made progress at the expense of Germany.

In the import of iron, bar and rod, iron, plate and sheet, and iron rails respectively, she shares in the general decrease; but her relative share of the total amount declines also, to the advantage of Germany. The import of rails was in 1892 equally divided between Germany and England: in 1891, England's share was 70 per cent. In iron, bar and rod, her share declined from 65 per cent. to 60 per cent.; in iron, plate, and sheet, from 92 per cent. to 76 per cent.; in iron wire from 27 per cent. to 21 per cent. In all of these the share of Germany became correspondingly larger.

In the general import of manufacture of cotton and wool there is a large increase amounting together about 390,000%. British imports under this heading show an increase on those of last year with three exceptions—Italian cloths, Turkey-reds, and grey shirtings. In all of these three the total import shows a considerable decrease, and Great Britain has almost a monopoly of the import. The decrease in British trade under these headings amounts to nearly 200,000%. With the exception of white shirtings, cotton handkerchiefs and cotton velvets (under which headings Germany has obtained a slight increase), England holds her predominance in cotton goods. In cotton yarn, however, there is an actual increase and relative decrease. British India, from which Japan imported 20 per cent. in 1891, supplied 25 per cent. in 1892, and this increase was at the expense of Great Britain.

The total import of woollen goods increased, and British woollens increased also. But there was an important exception. The value of the import of Italian cloths (owing to heavy stocks which had to be sold off) was, in 1892, a little more than half of the import of 1891; and Great Britain exported 98 per cent. of this article. Her share of the import of flannels fell from 17 per cent. to 13 per cent.; of woollen yarn, from 9 per cent. to 8 per cent.; of woollen cloths, 61 per cent. to 53 per cent.; of woollen cloths in part wool, from 97 per cent. to 93 per cent. In all these cases, England's loss was Germany's gain.

In locomotives and Portland cement the fall is marked; in the former from 85 per cent. to 76 per cent.; in the latter from 84 per cent. to 32 per cent. of the total import.

II.—ARTICLES in which the Percentage of the British Import Increased, or was Stationary.

Articles.	Percentage of Value of the whole Import.																Value of Total Import in Thousands.	
	Belgium.		France.		Great Britain.		Germany.		United States.		Russia.		Hong-Kong.		China.		British India.	
	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.	1892.
Condensed milk	...	...	...	...	15	22	...	...	67	53	...	...	...	...	...	...	£	26
Canvas	...	...	...	...	96	100	...	...	...	...	...	...	...	...	...	...	£	18
Caustic soda	...	...	...	...	97	99	...	...	...	...	...	...	...	...	...	...	...	6
Chinches	...	...	...	...	98	98	...	...	...	...	...	...	...	...	...	...	...	9
Clocks	...	...	...	...	1	8	...	...	83	70	...	...	...	...	...	...	...	23
Cotton drills...	...	...	...	...	98	100	...	...	...	...	...	...	...	...	...	...	...	32
" sathas	...	...	...	...	96	99	...	...	4	...	...	...	...	...	...	...	...	7
" threads	...	...	...	...	93	94	...	...	...	...	...	...	...	...	...	...	...	19
Hats, caps, &c.	...	...	...	...	97	98	...	...	...	...	...	...	...	...	...	...	...	22
Iron, pig	...	...	...	...	70	89	...	...	...	...	...	...	...	...	...	...	...	78
Lead	...	...	...	...	57	67	...	...	...	...	...	...	...	...	...	...	...	14
Leather (not sole)	...	...	...	...	6	10	...	...	12	10	...	...	...	...	...	...	...	18
Logwood	...	...	...	...	64	48	...	...	22	22	...	...	...	...	...	...	...	33
Machinery, spinning	...	...	...	...	31	98	...	...	3	...	...	...	...	...	...	...	...	38
" mining...	...	...	...	...	18	45	...	...	6	60	...	...	...	...	...	...	...	47
Mercury	...	...	...	...	15	46	...	...	22	43	...	...	...	...	...	...	...	59
Mousseline-de-laïne...	...	...	...	...	89	89	...	...	2	38	...	...	...	...	...	...	...	53
Paint, in oil	...	...	...	...	95	95	...	...	9	...	...	...	...	...	...	...	...	16
Pumps	...	...	...	...	96	96	...	...	3	...	...	...	...	...	...	...	...	25
Satins, silk, and cotton mixture	...	...	...	...	94	99	...	...	3	1	...	...	...	...	...	...	...	17
Shirtings, dyed	...	...	...	...	39	34	...	...	...	...	...	...	...	...	...	...	...	368
Steel, grey	...	...	...	...	99	100	...	...	28	...	...	...	...	...	...	...	...	15
T-cloths	...	...	...	...	100	100	...	...	...	...	...	...	...	...	...	...	...	6
Steel wire	...	...	...	...	7	81	...	...	...	...	...	...	...	...	...	...	...	...
Turkey-reds	...	...	...	...	100	100	...	...	6	...	...	...	...	...	...	...	...	...
Tea lead	...	...	...	...	49	52	...	...	46	...	...	...	...	...	...	...	...	...
Victoria lawn	...	...	...	...	5	95	...	...	...	...	...	...	...	...	...	...	...	...
Wool*	...	...	...	...	100	100	...	...	...	...	...	...	...	...	...	...	...	...
Zinc	...	...	...	...	100	100	...	...	...	...	...	...	...	...	...	...	...	...
	13	13	...	...	40	44	...	...	43	...	...	...	...	...	...	...	...	...
					37	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...	...	...	...	...	...	...	...	...
					...	...	...	...	...	...								

* Australia decreased from 78 per cent. to 55 per cent.

RETURN of the Trade of Great Britain during the Year 1892.

PRINCIPAL EXPORTS TO GREAT BRITAIN.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Paper	12	10	2	..
Rice	112	285	..	173
Copper	93	54	39	..
Silk (raw) ..	67	118	..	51
„ handkerchiefs ..	24	74	..	50
Screens	25	30	..	5
Porcelain, &c. ..	35	43	..	8
Total exports	565	906	..	341

PRINCIPAL IMPORTS FROM GREAT BRITAIN.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Arms and munitions of				
war	61	14	47	..
Railway carriages ..	4½	36	..	31½
Locomotives	22	84	..	62
Machinery	118	229	..	111
Pumps	17	6	11	..
Vessels, steam	23	84	..	61
Paper	33	28	5	..
Hats and caps	46	66	..	20
Potash	46	4	42	..
Soda	33	50	..	17
Iron—				
Pig	31	23	8	..
Bar and rod	76	96	..	20
Plate	27	44	..	17
Nails	23	19	4	..
Rail	5	80	..	75
Steel	28	33	..	5
Lead	48	32	16	..
Zinc	21	12	9	..
Paraffin and wax ..	27	20	7	..
Cotton—				
Yarn	767	715	52	..
Threads	17	13	4	..
Chintzes	61	22	39	..
Drills	19	6	13	..
Satin	75	20	55	..
Velvets	80	43	37	..
Shirtings—				
Grey	249	267	..	18
White	46	35	11	..
Twilled	16	5	11	..
Dyed	18	17	1	..
T-cloths	18	23	..	5
Turkey-reds	52	77	..	25
Blankets	74	41	33	..
Flannels	20	11	9	..
Italian cloths	149	300	..	151
Woollen cloths and mixtures	85	54	31	..
Flax and hemp yarn ..	20	12	8	..
Handkerchiefs	17	14	3	..
Coal	15	23	..	8
Leather ware	1	3½	..	2½
Carpets, &c.	6	10	..	4
Total import	3,107	3,332	..	225

PRINCIPAL EXPORTS TO HONG-KONG.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Camphor	102	134	..	32
Cuttle-fish	122	111	11	..
Kanten	40	29	11	..
Rice	200	126	74	..
Shellfish and shrimps ..	77	111	..	34
Antimony	23	32	..	9
Copper	447	492	..	45
Wax	33	43	..	10
Oil	19	18	1	..
Cotton piece-goods ..	31	14	17	..
Silk handkerchiefs ..	28	30	..	2
Coal and coaldust ..	174	251	..	77
Matches	240	233	7	..
Porcelain	34	28	6	..
Total export	1,917	2,024	..	107

PRINCIPAL IMPORTS FROM HONG-KONG.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Sugar	991	800	191	..
Cordage.. ..	3	4	..	1
Total import	1,044	848	196	..

PRINCIPAL EXPORTS TO BRITISH INDIA.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Rice	17	..	17	..
Copper	17	34	..	17
Silk handkerchiefs ..	16	6	10	..
Coal	35	30	5	..
Woodware	23	18	5	..
Total export	205	159	46	..

PRINCIPAL IMPORTS FROM BRITISH INDIA.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Saltpetre	10	8	5	..
Indigo	31	20	11	..
Leather. . . .	53	39	14	..
Cotton, raw	663	545	118	..
„ yarn	262	183	79	..
Wool	5	2	3	..
Total import	1,145	938	207	..

PRINCIPAL EXPORTS TO CANADA.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Rice	9	18	..	9
Tea	124	180	..	56
Silk handkerchiefs	12	12	..	..
Porcelain	2	2	..	..
Total export	157	216	..	59

PRINCIPAL IMPORT FROM CANADA.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Timber	2½	1½	1	..
Total import	4	3	1	..

PRINCIPAL EXPORTS TO AUSTRALIA.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Sulphur.. ..	4½	½	4	..
Rice	77	87	..	10
Silk handkerchiefs ..	8½	6	..	2½
Porcelain	2	3	..	1
Bamboo	4	5	..	1
Total export	105	121	..	16

PRINCIPAL IMPORTS FROM AUSTRALIA.

Articles.	Value in Thousands.			
	1892.	1891.	Increase.	Decrease.
	£	£	£	£
Lard	3	7	..	4
Lead	10	1	9	..
Wool	25	23	2	..
Total import	40	38	2	..

Imports.

Healthy
condition of
the year's
trade.

The general tone of the import trade in 1892 was healthier than in 1891. In the report of the Yokohama Chamber of Commerce it is stated that "the stocks carried over to the present year are, as a rule, considerably less than those at the end of 1891. Instead of, as in former years, holding excessive stocks, importers have only brought to Japan what was really required, and the year closes, therefore, with small supplies, and a consequently healthier condition of trade than for several years past."

Mr. Troup, in his report of the Yokohama trade, states that though the statistics of imports show a falling off in gold values, an increased consumption has been the rule in the case of nearly all staple imports, the chief exception being iron. Mr. Ensle states with regard to Kobe and Osaka, that "large stocks have been cleared off, and that the market is now in a healthier condition."

The progress of cotton manufactures in this country (of which Mr. Ensle's report contains full and interesting particulars) is likely to affect, as it has already affected, the foreign trade of Japan in textile fabrics and raw cotton. With regard to iron, it is not likely that Japan (which possesses as yet no large foundry,

and whose coal is not favourably situated) will be able to supply her own wants, at least, for some time. It may be expected that the scheme of railway extension approved by the Diet, under which 5,000,000 silver yen are to be annually expended, will lead to an increased importation of rails. This year, the increased silver price has acted as a deterrent to the consumer, and the trade in metals has been unsatisfactory both to foreigners and Japanese, "due in a great measure," says Mr. Enslie, "to forward contracts made by Japanese merchants on a sterling basis of cost laid down, resulting in most cases in heavy losses, owing to the decline in silver."

With regard to the production of coal, Mr. Quin's report from Nagasaki gives particulars of the output of the south-west coal mines. The Takashima mine which produces the best quality appears to be giving out. But there has been a largely increased output of inferior coal at reduced prices. Wool is not produced in Japan, and the taste for this line of goods does not seem to grow very rapidly. Blankets, flannels, and mousselines have done well, but there has been a falling off in Italian cloth.

With regard to the figures given in the Government reports, Mr. Troup points out that about 15 per cent. should be added to the figures for imports, in order to arrive at their selling price in Japan.

Addition should be made to figures of imports.

Fluctuations have not been quite as wide as in 1891. Bank demand drawing rates of exchange on London fell from 3s. 1½d., which was the highest rate in January, to 2s. 8½d., which was the lowest in December—a decline of some 12 per cent. in the 12 months.

Silver and exchange.

In spite of this fall it will be seen from a table given at the end of this report that silver prices for the last 3 years have fallen considerably (to judge from the figures in the Government reports) for the principal articles of import except iron. They have, however, risen for the principal articles of export, silk and tea.

Prices.

In 1890 imports largely exceeded exports, but in 1891 this position was reversed, exports preponderating over imports to the amount of 2,311,042l.

Comparison with preceding year.

In 1892 the excess of exports over imports was larger, amounting to 2,481,708l. The total value of the imports of 1892 exceeded that of the imports of 1891 by 173,884l. The principal items in which the value of the import declined are "metals and manufactures" which decreased 110,000l., "oils and wax" which decreased 260,000l., mainly owing to a large falling off in kerosene, arms, machinery, and instruments which decreased 160,000l., and "grain and seeds" which, owing to a considerable reduction in the import of rice, declined to the extent of 280,000l. The falling off under these heads is a continuation of a tendency which was marked in 1891.

Against this is to be set a large increase in the importation of raw cotton showing a steady development of manufactures, an increase which was equally marked in the year preceding. In (1607)

1892 this increase amounted to 476,000*l.* and to an even larger amount in 1891.

In 1891, from various causes noted in last year's summary, there was a very general stagnation in the import trade and large falling off in the principal articles of import. In the cases mentioned above, this falling off was continued in 1892; but manufactured cotton and woollen goods recovered to a certain extent, though not entirely. Cotton manufactures which fell 778,000*l.* in 1891, rose 246,000*l.* in 1892; and woollen manufactures which fell 399,000*l.* in 1891, rose in 1892 to the extent of 120,000*l.*

Arms,
machinery,
and
instruments.

This heading shows a considerable decrease on 1891. It is partly owing to the stagnation in railway building (which is soon to be succeeded by a period of activity), and partly to the decline in the demand for machinery (which the Japanese are now making for themselves).

Coal.

The quantity of coal imported has declined from 14,871 tons in 1891 to 12,624 tons in 1892; it was chiefly imported from England, but America contributes a slightly increased share.

Grain and
seeds.

There was a considerable decline in the amount of rice imported—which largely affected British India, whose export of this article dwindled from 30,000*l.* to 150*l.* But the chief source of the rice supply was Corea, which provided 64 per cent. of the total import.

Metals and
manufactures
of.

Under this heading there is again a decrease. The value in 1890 was over 1,000,000*l.*; in 1891, 850,000*l.*; in 1892, it was under 750,000*l.* The chief articles in which the import was reduced since 1891 were iron, bar, and rod (reduced 15,000*l.*), rails (reduced 106,000*l.*), steel and steel ware (3,000*l.*), plate and sheet-iron (14,000*l.*). On the other hand there was a heavier import of pig-iron, the value of which amounted to 33,000*l.* in 1891, and 36,000*l.* in 1892; of iron nails (which increased 26,000*l.*), and of lead (20,000*l.*).

The figures given below show the distribution between the three chief competing countries, Great Britain, Germany, and Belgium, of the value of iron nails, iron rails, iron rod and bar, pig-iron, and iron plate and sheet during the year under review.

Country.	Value.				
	Nails.	Rails.	Rod and Bar.	Pig.	Plate and Sheet.
	£	£	£	£	£
Great Britain	23,500	5,050	78,500	32,010	27,400
Germany	84,300	5,020	25,120	3,560	1,900
Belgium	26,900	...	22,600	44	6,520
Total import	906,422	10,080	130,300	36,070	35,560

Considerable shipments of Belgium bar iron have been placed on the market at prices precluding larger importations of British iron (see Mr. Enslic's report).

The annexed table gives the amount of this article exported from Russia and America respectively in the last four years:— Kerosene oil.

Country.	Quantity.			
	1892.	1891.	1890.	1889.
Russia	Gallons: 7,810,251	Gallons: 7,978,180	Gallons: 6,532,330	Gallons: 6,767,130
United States	24,879,024	32,503,950	36,131,150	30,231,708
Total	32,689,275	40,482,160	42,663,580	36,998,838

It appears that the import of kerosene is steadily decreasing, but on this point the report of the Yokohama Chamber of Commerce observes that there has been no decrease in the consumption since last year, very heavy stocks carried over from 1891 having been worked off in 1892.

The United States appear to be losing ground. Bulk importation in tank steamers has, however, only been just introduced, and has had no effect on the figures of 1892; but it will, of course, serve to increase the demand for the Russian article, the price of which will be considerably lower. Fears as to the result of the scheme seem to have affected purchases to a considerable extent, and brought about a temporary stagnation in business.

The import of this article, which declined in quantity and value in 1891, has in 1892 surpassed the total of 1890. In that year 102,765 tons were imported, at a value of 1,379,000*l.*; in 1892 the import amounted to 111,191 tons, at a value of 1,435,650*l.*

The figures for the last two years were as follows:—

Articles.		Value. "	
		1892.	1891.
Brown sugar	China ..	£ 348,120	£ 379,860
	Hong-Kong ..	22,260	19,282
White sugar	China ..	6,990	37,988
	Hong-Kong ..	995,590	810,156

Hong-Kong has almost the monopoly of the import of white sugar, and has driven Germany, British-India, and the United States from the field. The Philippine Islands export about an equal amount of brown sugar.

In 1891, while there was a great increase in the import of Cotton and wool. B 4
(1607)

raw cotton, various causes interfered with the import of manufactured fabrics, which fell—cotton fabrics 778,000*l.*, and woollen 399,000*l.*, or 34 and 31 per cent. respectively.

In 1892 there has been a considerable recovery in manufactured goods, though the import has not reached in value the point of 1890.

Raw cotton.

The figures of the import of raw cotton and cotton on seeds for the last three years are as follows:—

Year.					Quantity.	Value.
					Tons.	£
1890	..	..	..	..	30,853	871,837
1891	..	..	..	..	47,550	1,366,542
1892	..	..	..	..	67,792	1,842,280

The share of the principal importing countries in this import, in quantity and value, were as follows:—

Year.	China.		United States.		British India.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1890	76	71	3	6	14	23
1891	57	45	7	12	33	41
1892	58	49	0·8	11	32	38

Taking the items “cotton raw” and “cotton on the seeds” together, China is the largest importer, as regards both quantity and value. In 1891 British India was the largest importer of raw cotton alone, passing China. In 1892 China again went ahead, with an import of 43 per cent. of the total value, against 42 per cent. imported by British India. It appears that the import of China is of the lowest, and that of the United States of the highest grade. In the valuation per ton there is a drop from 28*l.* in 1891 to 27*l.* in 1892.

Cotton manufactures. 37 cotton spinning-mills, with 446,376 spindles. At the end of the year 1885 the number of cotton spinning factories in Japan was 21, having a total number of 62,320 spindles.

Cotton yarn.

The demand for cotton yarn must have largely increased, for the imports do not show the decrease that would be expected from the development of Japanese industry. In 1886 the quantity imported was 14,660 tons, at a value of 1,210,000*l.*; in 1892 the quantity imported was 14,500 tons, at a value of 1,066,000*l.*; but if these figures be compared with the total value of the imports of the two years (1886, 6,577,000*l.*; 1892, 10,654,000*l.*), it will be seen that the import of cotton yarn has been far from keeping pace with the general increase of imports.

In 1886 the value of the import of cotton yarn was about one-fifth of the whole value of the year's imports; in 1892 it was one-tenth.

The value of the import of cotton yarn increased from 1,210,000*l.* in 1886 to 2,279,000*l.* in 1888, from which year it decreased steadily, although there was in 1892 a recovery from the depression of 1891.

The figures for the last three years are as follows:—

Year.					Quantity.	Value.
					Tons.	£
1890	..	..	..	..	18,880	1,613,310
1891	..	..	..	..	10,294	931,548
1892	..	..	..	..	14,538	1,066,080

Comparing the statistics of the import of raw cotton, it appears that while that of cotton yarn has decreased since 1890 23 per cent., the import of raw cotton has more than doubled.

Comparing the relative values of the imports of the two articles in 1892 and 1883, it appears, as has already been pointed out, that while the value of the import of cotton yarn in 1883 was twenty times that of the import of raw cotton, the value of the import of raw cotton in 1892 was about 80 per cent. greater than that of the import of yarn in the same year.

In 1892, for the first time, cotton yarn figures among the exports of Japan, to the value of about 1,000*l.*

The distribution for the last three years of the import trade between England and India is shown by the following figures:—

Country.	1890.		1891.		1892.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
British India ...	44	35	26	20	34	25
Great Britain ...	46	64	74	80	66	75

Before 1890 Bombay yarns had the first place; but in the last three years they have lost ground, though in 1892 they recovered slightly. Germany, which imported a small amount in 1890, has imported none since.

Shirtings, which declined in 1891, have recovered their Shirtings. ground in 1892 in quantity, though not in value. In Yokohama there was a very considerable decrease in the value of deliveries.

The figures of the imports are as follows:—

Year.					Quantity.	Value.
					Yards.	£
1890	..	..	..	..	37,798,704	374,841
1891	..	..	..	..	34,834,550	336,013
1892	..	..	..	..	40,437,968	343,450

Showing a valuation of 108 yards to the 1*l*. in 1890, and 118 yards to the 1*l*. in 1892.

England retains her pre-eminence, though the import of Germany has slightly increased since 1890.

Chintzes,
prints, and
cotton velvet.

In chintzes and prints and cotton velvets there has been a recovery from the depression of 1891; in the case of velvets the import is considerably larger than in 1892. The import of cotton velvets from Great Britain, which was 2,500,000 yards in 1890, and 1,670,000 yards in 1891, rose in 1892 to 3,252,000 yards. The deliveries of prints and velvets show a considerable increase, while the amount of stock carried over has diminished.

Turkey-reds.

In "Turkey reds" there was a serious fall, both in imports and in the Yokohama deliveries. The import in 1891 was 8,010,000 yards, valued at 82,500*l*.; it fell in 1892 to 6,739,891 yards, valued at 56,500*l*. This decrease chiefly affected England, which exported 95 per cent. of the total import.

Cotton satins.

In cotton satins there was a considerable increase the import being valued at more than three times that of 1891, and twice that of 1892; 99 per cent. was imported from England.

T-cloths.

The import of T-cloths, which remained steady, in 1891, at about 23,000*l*., fell to 19,000*l*. in 1892. There was also a decrease in the Yokohama deliveries. The import was entirely British.

Import of
cotton fabrics
in the last
three years.

Summing up the import of cotton fabrics for the last three years, we have the following figures (in thousands):—

TABLE showing Import of Cotton Goods during the Years 1890-92.

Year.	Shirtings.		Chintzes and Prints.		Velvets.		Turkey-reds.		Satins.		T-Cloths.	
	Value in		Value in		Value in		Value in		Value in		Value in	
	Thousands.	British Import.	Thousands.	British Import.	Thousands.	British Import.	Thousands.	British Import.	Thousands.	British Import.	Thousands.	British Import.
	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.
1890	374	99	77	95	62	99	59	94	87	99	23	100
1891	336	99	23	98	40	98	82	95	22	96	23	100
1892	343	98	67	98	87	96	56	95	78	99	18	100

Wool.

The import of raw cotton has increased, as compared with 1891, and decreased as compared with 1892. It now amounts to 504 tons, valued at 45,000*l*. More than half this import comes from Australia. Her share, however, has sunk from 81 per cent. in 1890 to 55 per cent. in 1892. The chief gainers are British India, 11 per cent.; and Great Britain, 22 per cent. The remainder comes from China.

Woollen goods.
Mousseline de laine.

The import of mousseline de laine was valued in 1892 at 366,059*l*., an increase in 1891, but less than the import of 1892. 89 per cent. of this import comes from France, 9 per cent. from Germany, and 2 per cent. from England. The Yokohama deliveries increased considerably in value, while the stocks carried over are less than those of the preceding year.

Italian cloths.

The import of Italian cloths has declined considerably, though the Yokohama deliveries show a considerable increase. In 1890 the import was valued at 274,000*l*., in 1891 at 307,000*l*., and in 1892 at 158,000*l*., 98 per cent. of which came from England. The stocks carried over are less than those of 1891, and the trade in this article may be considered in a healthy state.

Flannels and blankets

In flannels and blankets there was a considerable gain on 1891, but a decline as compared with 1892.

The following table gives particulars as to the import of woollen goods (values in thousands sterling):—

TABLE showing Import of Woollen Goods during the Years 1890-92.

Year.	Mousseline de Laine.		Italian Cloth.		Flannels.		Blankets.	
	Value in Thousands.	British Trade.	Value in Thousands.	British Trade.	Value in Thousands.	British Trade.	Value in Thousands.	British Trade.
	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.
1890	452	2	274	100	150	22	92	95
1891	315	2	307	99	67	17	42	98
1892	366	2	158	98	160	13	79	97

Satins, silks,
and mixed.

British trade has fallen back considerably in flannels. Compared with 1890, the import of satins, silks, and mixed silk and cotton has declined from 100,000% to 66,000%. Great Britain's share in the import of this article has risen from 2 per cent. to 7 per cent.

Flax and
linen.
Miscel-
laneous.

There is a slight rise in the import of flax and linen. Under this heading there is an increase in oil-cakes, timber, indiarubber ware, and mats for packing, and a decrease in coral beads and cordage.

Exports.

General
remarks.

The export trade has been satisfactory; the low exchange stimulating business. A larger proportion of fine teas was produced, and though the quantity exported was less than last year, the price was 10 per cent. higher. The increase in the silk export was marked. In Mr. Troup's opinion "the trade promises to grow in importance, and the industry to develop from year to year." In August and September prices rapidly rose, and large profits were made. Silk manufactures occupy a prominent place among exports, going chiefly to the United States. The production of copper increased. Mr. Ensle gives some interesting details as to the production of camphor in Japan. The export of this article has decreased considerably, owing to the want of care in the preparation of the drug and in the preservation of the tree. There is a great foreign demand for matting for floors, chiefly in the United States, and Japan is supplying the far East with matches and umbrellas. It is noticeable that cotton yarn appears for the first time among the exports of Japan, and there has been a marked increase in the export of cotton piece-goods.

In sterling value exports increased 344,000%, or $2\frac{3}{4}$ per cent. on the returns of 1891. In this increase the principal items are:—

Articles.						Value.
						£
Silk (raw)	..	..	..	..	..	580,000
Textiles ..	..	..	..	..	..	482,000
Matting ..	..	..	..	..	..	64,000
Umbrellas	..	..	..	..	..	26,600
Matches ..	..	..	..	..	..	21,000

In the following articles there was a decrease:—

Bamboo ware, drugs, fans, grain, metal, oil, screens, straw-plaits, and lacquer.

Silk.

The principal article of export is silk. Raw silk alone forms 43 per cent. of the exports; raw and manufactured silk together form 52 per cent.

British imports of Japanese silks have declined, but those of

the United States, France, and Italy have increased. The distribution of the export of raw silk is as follows:—United States 57 per cent.; France 37 per cent.; Italy 3 per cent.; Great Britain $1\frac{1}{2}$ per cent.

Silk handkerchiefs and piece-goods are also an important item, amounting together to 1,194,000*l.*, or 423,000*l.* more than last year. The distribution is as follows:—United States 57 per cent.; France 30 per cent.; Hong-Kong $3\frac{1}{2}$ per cent.; England 3 per cent. The export to Great Britain is considerably reduced in silk handkerchiefs, the value exported in 1891 was 74,000*l.*, and in 1892 24,000*l.*

The tea export has declined. In 1891 it was valued at Tea. 1,132,000*l.*, and in 1892 it fell to 1,085,000*l.* Of this export the United States took 87 per cent., and British America 11 per cent. The export to Great Britain is small—about 5,000*l.*

The export of grain and provisions dropped from 311,000*l.* to Grain and 275,000*l.*, mainly in consequence of a decline in the export of provisions. rice. There was, however, an increase in the export of seaweed, mainly to China. The export of cuttle-fish was valued at 140,000*l.*, of which Hong-Kong took 122,000*l.* worth.

The value of metals exported was 755,000*l.*, as compared with Metals. 870,000*l.* in 1891, the fall being mainly owing to a decline in the copper export, which, though it increased in volume, fell in value. The export of copper in sheet, bar, and slab, increased, while the export of the ingots diminished. England took a larger quantity than in 1891 (93,000*l.*, as compared with 54,000*l.*). Hong-Kong was by far the largest customer, taking 63 per cent. of the whole export.

The quantity of coal exported, including that for ship's use, was 1,300,000 tons, at a value of 63,000*l.*, as compared with 1,240,000 tons, at a value of 764,000*l.*, in 1891. Not including ship's use the figures were 411,800*l.* for 1892, and 511,600*l.* for 1891.

There is a considerable increase in the export of cotton manu- Cotton factures. The value in 1891 was 60,000*l.*, which rose to 111,000*l.* manufactures. in 1892. This includes a small amount of cotton yarn—the first time the item has appeared as an article of export.

The details of the export to the principal countries are as follows:—

Articles.	Country.	Value.	
		1892.	1891.
		£	£
Cotton under-shirts and drawers ..	British India ..	1,000	..
	China ..	2,000	2,000
	Hong-Kong ..	5,000	1,500
Total	..	8,000	3,500
Cotton cloths for floors	Great Britain ..	4,000	1,000
	United States ..	20,000	13,000
	Russia ..	1,000	..
Total	..	25,000	15,500
Cotton flannels	China ..	9,000	2,000
	Hong-Kong ..	6,000	1,300
Total	..	15,000	3,700
Cotton piece-goods, other	British India ..	8,000	2,000
	China ..	12,000	4,300
	Hong-Kong ..	31,000	15,000
	United States ..	4,000	1,000
Total	..	63,000	36,700

The following table shows the increase of the export of cotton goods :—

Year.							Value.
							£
1889	..	..	..	..	..	..	34,000
1890	..	..	..	..	..	..	44,000
1891	..	..	..	..	..	..	60,000
1892	..	..	..	..	..	..	111,000

Paper.

The export of paper slightly increased (47,000*l.*) as compared with (43,000*l.*) 1891.

Camphor and sulphur.

Camphor, the export of which, in 1891, was valued at 260,000*l.*, fell to 180,000*l.* in 1892, and sulphur declined from 46,000*l.* to 40,000*l.*

Art

manufactures.

The declared value of art manufactures converted into sterling was about the same in 1892 as in 1891, that is, 460,000*l.* Porcelain, 210,000*l.*, and lacquered ware, 76,200*l.*, were the principal items. The former article showed an increase of 6,000*l.* on the exports of 1891, while lacquered ware declined 17,000*l.*

In 1892 the exports of Japan were proportioned as follows :— Proportion of articles of export.

Articles.	Per Cent.
Raw silk	43
Manufactured textiles	10
Tea	8
Edibles	10
Metals and coal	9

Effect of Japanese Manufactures on Foreign Trade.

In his report of February, 1892, Mr. Gubbins enumerated the various industrial enterprises which have sprung up in Japan, and gave details as to their operations and progress.

The following table gives the official figures relating to the export or import, during the last six years, of the articles enumerated in that report.

Making allowance for the fact that the stocks carried over from last year are considerably less than those carried over from 1891, it is clear that foreign imports have been considerably affected by the progress of Japanese industries.

Since 1887 the gold value of the import trade of Japan has increased 19 per cent., and the value of the export trade 60 per cent.

In the case of cotton, the most important industry of Japan, Cotton. it appears that the import of the raw material in 1892 was 11 times what it was in 1887. The import of manufactured cotton goods has decreased 17 per cent. since 1887, and 44 per cent. since 1888, the year of its greatest value.

The manufacture of cotton fabrics in Japan seems also to have affected the importation of woollen goods, which stands now at a slightly lower figure (1892, 1,043,000*l.*; 1887, 1,107,000*l.*) than it did six years ago.

On the export side it appears that Japan's export of cotton and silk fabrics has increased from 280,000*l.* to 1,300,000*l.* This increase has been chiefly in silk goods, but cotton piece-goods alone have increased in sterling value in the last three years from 44,000*l.* to 112,000*l.*

The import of machinery increased from 189,000*l.* in 1887 to Machinery. 611,000*l.* in 1888, from which time it rapidly declined. The difference between the import of 1887 and 1892 is 40,000*l.*, a loss of 20 per cent.

The value of steam vessels imported rose from 69,000*l.* in Steam vessels. 1887 to 170,000*l.* in 1889, from which year it declined to its present figure of 64,000*l.*, a loss of 7 per cent.

Both the import and export of paper have increased, the former Paper. 46 per cent. and the latter 77 per cent.

Although the manufacture of soap has been largely prosecuted Soap. of late years, the wants of the Japanese people seem to increase

at a greater rate than the manufacturers can satisfy; for the export of this article has decreased 42 per cent., while the importation has increased 130 per cent.

Rope. The quantity of this article imported has decreased 50 per cent. since 1887.

Glass. The import has increased 17 per cent. The export (which is confined to the coarser qualities) has increased 600 per cent. in value, allowing for difference in exchange.

Cement. The import of Portland cement in 1890 more than doubled that of 1887, but it rapidly declined until, in 1892, the import was 50 per cent. less in quantity than in 1887.

Matches. The import has remained the same, at a very small amount; the export has increased in quantity 170 per cent.

Bricks. The import of bricks has declined from 1,000*l.* in value to 600*l.*

Beer. The export has risen from nothing to a value of 2,000*l.* in 1892; the import has declined from 5,500*l.* to 1,500*l.*, a decline of 70 per cent.

Umbrellas. The export of European umbrellas has become a considerable trade, and in 1892 the export consisted of over a million at a value of 50,000*l.* Only 67,000 were exported in 1887, and in that year there was an import of 24,000, which has now ceased altogether.

The import of gunny bags and lubricating oil has declined since the establishment of manufactures, and the export of sulphuric acid and boots and shoes has largely increased.

These changes have taken place without tariff assistance; the total value of customs duties amounted, in 1892, to a little over 3 per cent. on the value of the year's trade.

It is to be observed that the consumption has considerably increased since 1887. Taking the difference in bulk between raw cotton and yarn to be 16 per cent., the raw cotton imported in 1887 and 1892 respectively represents 5,100 tons and 57,700 tons of yarn. The import of yarn in the years in question was (in bulk) 19,770 tons in 1887 and 14,538 tons in 1892. Thus, in 1892, the amount of yarn produced and imported was upwards of 72,000 tons, compared with 25,000 tons in 1887. Comparing the import of the principal textile fabrics we find a large increase in quantity since 1887. 40,000,000 yards of shirtings were imported last year, and 35,000,000 yards in 1887; 18,000,000 yards of moueseline de laine were imported in 1892; and in 1887 9,000,000 yards. If the amount of yards of cotton goods imported in the two years be compared, it appears that nearly 67,000,000 yards were imported in 1892 against 62,000,000 yards in 1887.

COMPARATIVE Table showing the Import and Export of Principal Articles of Commerce during the Year 1887-92.

Articles.		1887.	1888.	1889.	1890.	1891.	1892.	Increase or Decrease since 1887.
								Per cent.
Textiles and raw materials—								
Import of raw cotton..	Tons ..	6,000	14,000	38,144	30,800	47,500	67,700	+ 1,100
" manufactured cotton	1,000L ..	2,393	3,204	2,684	2,293	1,515	1,781	- 17
Export of fabrics, silk and								
cotton ..	1,000 dol.	1,804	2,057	3,267	4,272	5,320	9,250	+ 375
Machinery—								
Import ..	1,000L ..	189	611	352	462	229	149	- 20
Steam vessels—								
Import ..	1,000L ..	69	190	170	119	111	64	- 7
Paper—								
Import ..	1,000 catty	344	623	311	608	350	505	+ 46
Export ..	1,000 dol.	181	244	238	276	269	326	+ 77
Matches—								
Import ..	1,000 gross	2	3	4	5	2	3	..
Export ..	"	3,384	3,552	5,225	6,724	8,029	9,242	+ 170
Soap—								
Import ..	1,000 catty	183	159	246	438	181	433	+ 130
Export ..	"	2,905	2,611	1,546	1,319	1,284	1,501	- 42
Rope—								
Import ..	1,000 catty	518	749	414	478	417	247	- 50
Cement—								
Import ..	1,000 catty	18,535	33,808	30,126	24,876	7,086	3,212	- 82
Glass—								
Import ..	1,000 dol.	209	319	436	394	379	264	+ 17
Export ..	"	18	29	59	77	103	138	+ 600
Bricks—								
Import ..	1,000 dol.	7	15	9	9	2	4	..

TOKIO.

COMPARATIVE Table showing the Import and Export of Principal Articles of Commerce during the Year 1887-92—continued.

Articles.	1887.	1888.	1889.	1890.	1891.	1892.	Increase or Decrease since 1887.
							Per cent.
Beer—							
Import ..	368	447	211	146	103	117	— 70
Export ..	..	4	15	20	11	14	..
Leather—							
Import ..	19	13	13	22	14	18	— 5
Export ..	1	4	7	6	4	8	+ 700
Sulphuric acid—							
Import ..	644	869	679	536	766	1,060	+ 64
Export ..	..	..	..	..	..	..	..
Boots and shoes—							
Import ..	11,930	13,005	19,891	10,553	9,295	14,945	+ 25
Export ..	769	609	1,271	977	5,893	10,558	+ 127
Oils (lubricating)—							
Import ..	389	399	417	390	414	275	— 32
Umbrellas—							
Import ..	24	48	12	..	..	..	..
Export ..	67	159	290	450	657	1,202	+ 1,600
Gunny bags—							
Import ..	740	3,673	3,003	606	1,016	632	— 15

Shipping.

COMPARATIVE Table showing the Number and Tonnage of Foreign Vessels and Japanese Vessels of Foreign Build, whether Steam or Sail, Entered at Japanese Ports from Abroad and Coastwise during the Years 1891-92.

Nationality.	1892.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1,096	1,898,641	1,002	1,719,790
German	405	380,588	363	369,771
French	78	184,527	79	188,792
United States	51	91,872	52	95,713
Other foreign countries	113	126,230	142	150,193
Total foreign ships ..	1,743	2,681,858	1,638	2,524,259
„ Japanese ships (of foreign build) ..	1,017	952,103	1,035	908,686
Grand total	2,760	3,633,961	2,673	3,432,945

The total tonnage is now approximately equally divided between British shipping and that of all other nations collectively, the former predominating by 363,320 tons. The excess last year was 6,635 tons, so that British shipping has increased relatively to that of other nations. Japanese and German shipping have increased; that of the United States and France has decreased.

Of the total merchandise imported to and exported from Japan during the year 1892, 58·3 per cent. was shipped in British vessels.

The following table shows the relative proportions carried in ships of the various nationalities in the last two years:—

Nationality.	Percentage.	
	1892.	1891.
British	58·3	56·3
French	13·1	11·7
German	10·9	10·3
Japanese	9·7	10·4
United States	6·7	3·2

Japan passed Germany in 1891, but was herself passed by Germany in 1892. France, which advanced two places in 1891, has increased her lead.

The valuation in silver yen, as stated in the Government Prices.

returns, gives the following results for the last three years for the principal articles of import and export:—

IMPORT.

Articles.		Percentage.		
		1890.	1891.	1892.
Kerosene	Per gallon..	·116	·112	·101
White sugar	..,, catty ..	·065	·059	·062
Raw cotton	..,, ..	·158	·139	·140
Cotton yarn	..,, ..	·311	·322	·293
Shirtings (grey) ..	Per yard ..	·056	·054	·052
Iron, bar and rod ..	..,, catty ..	·026	·030	·025
..,, pig	..,, ..	·010	·009	·011

EXPORT.

Articles.		Percentage.		
		1890.	1891.	1892.
Silk (raw)	Per catty ..	6·5	5·5	6·7
Tea green	..,, ..	0·19	0·20	0·23

According to these figures the silver prices for the principal articles of import, except pig-iron, have fallen very considerably since 1890, especially in kerosene and cotton, while the silver prices for the principal articles of export (silk* and tea) have risen.

Specie and
bullion.

The exports and imports of specie and bullion into Japan in the years 1892 and 1891 were as follows:—

Year.	Exports.			Imports.		
	Gold Coin and Bullion.	Silver Coin and Bullion.	Total.	Gold Coin and Bullion.	Silver Coin and Bullion.	Total.
1891	£ 37,088	£ 196,749	£ 233,837	£ 47,190	£ 2,267,562	£ 2,314,752
1892	1,232,726	170,992	1,403,718	59,103	3,361,528	3,420,631

The excess of imports over exports in 1891 was 2,080,915*l.*, and in 1892 2,016,913*l.*

The export of gold exceeded the import by 1,173,623*l.*, and

* The following figures show the price of two grades of Japanese silk in April, 1893, as compared with the average of the 8 years from 1885-93:—Japan filature No. 1, 8 years' average, 52 fr.; 1893, 72 fr.; Kakeda filature No. 1, 8 years' average, 48 fr.; 1893, 59 fr.

the import of silver exceeded the export by 3,190,536*l*. The chief source of the gold imported was Corea—62 per cent. of the import of silver came from Great Britain, 20 per cent. from the United States, 8 per cent. from China, and 5 per cent. from Hong-Kong. Of the export of gold 86 per cent. went to England, 8 per cent. to China, and 5 per cent. to America. England sent to Japan just twice the value in silver coin and bullion that Japan sent to England in gold. The result of the year's movement of coin and bullion is that Japan has lost 1,000,000*l*. of gold, and gained 3,000,000*l*. in silver.

In the last 10 years the export of gold has exceeded the import by upwards of 1,000,000*l*., and the import of silver has exceeded the export by about 4,000,000*l*.

**COMPARATIVE Return of Foreign Import Trade of Japan
during the Years 1892-91.**

Articles.		1892.		1891.	
		Quantity.	Value. £	Quantity.	Value. £
Arms, machinery, and instruments	...	...	614,800	...	777,480
Including—					
Clocks, watches, and parts ...	...	...	108,400	...	108,300
Locomotives and railway carriages	...	...	44,590	...	142,481
Machinery	...	...	149,710	...	229,730
Steam boilers, engines, and parts	...	...	26,980	...	22,721
Steamers	Number ...	8	64,550	...	111,845
War material	...	...	160,220	...	106,828
Beverages and provisions ...	...	...	136,504	...	147,822
Including—					
Flour	Tons ...	4,500	41,660	5,373	57,080
Books and stationery	...	...	113,250	...	101,665
Clothing	...	...	96,350	...	125,920
Coal	Tons ...	12,624	15,750	14,871	23,320
Drugs, medicines, and chemicals	...	...	363,760	...	370,961
Dyes and paints	...	...	238,670	...	203,033
Glass and glassware	...	...	39,525	...	63,179
Grain and seeds	...	...	730,530	...	1,017,756
Including—					
Beans, peas, and pulse ...	Tons ...	92,400	405,400	63,485	335,147
Rice	" ...	49,300	306,360	100,259	651,332
Hair, horns, ivory, skins, &c. ...	...	...	218,030	...	196,184
Including—					
Hides	Tons ...	1,393	58,320	948	44,217
Leather	" ...	953	116,996	941	109,082
Metals and manufactures of ...	...	...	746,230	...	856,816
Including—					
Iron, pig	Tons ...	12,282	36,070	12,151	33,200
" bar and rod	" ...	20,580	130,300	22,687	145,068
" rails	" ...	1,900	10,080	21,204	116,756
" plate and sheet	" ...	4,991	35,960	6,288	49,668
" nails	" ...	13,252	135,490	10,420	109,619
Lead, sheet, and tea-lead ...	" ...	4,375	61,900	2,529	40,796
Steel wire, wire-rope and steel ware	...	...	67,700	...	70,900
Zinc, sheet and old	Tons ...	2,318	50,230	1,518	34,907
Oil and wax	...	...	567,260	...	828,631
Including—					
Kerosene	Gallons ...	32,689,275	497,520	40,482,160	755,953
Portland cement	" ...	1,921	3,423	4,207	7,907
Sugar	" ...	111,191	1,435,650	99,472	1,300,885
Including—					
Brown	" ...	48,942	420,060	42,861	410,271
White	" ...	64,787	1,002,600	58,096	879,020
Molasses	" ...	4,045	10,420	3,403	9,902
Textile fabrics, &c., and raw material—					
(1.) Cotton	...	...	3,624,250	...	2,881,778
(a.) Manufactures—					
Yarn	Tons ...	14,539	1,066,080	10,294	931,548
Shirtings	Yards ...	40,437,968	343,450	34,834,550	336,013
Chintzes and prints ...	" ...	5,832,175	65,250	1,938,606	23,484
Velvets	" ...	3,386,698	36,450	1,671,853	45,822
Turkey-reds	" ...	6,739,391	56,550	8,010,013	82,522
Satin	" ...	4,243,944	78,240	1,164,651	22,647
T-cloths	" ...	2,337,198	18,971	2,626,842	23,510
(b.) Raw and on the seeds	Tons ...	67,792	1,842,280	47,550	1,366,542
(2.) Wool, and mixed cotton and wool	...	...	1,043,090	...	913,656
(a.) Manufactures—					
Mousseline de laine ...	Yards ...	18,009,643	366,059	14,323,521	315,314
Italian cloths	" ...	4,526,748	168,830	8,103,839	307,721
Woollen and mixed cotton and woollen ...	" ...	1,040,243	125,120	538,846	82,824
Flannels	" ...	3,380,202	160,502	1,388,078	67,810
Blankets	Tons ...	587	79,070	299	41,957
(b.) Raw	" ...	504	45,234	...	34,425
(3.) Satins, silks, and mixed silk and cotton	...	...	66,560	...	89,230
(4.) Flax, canvas, and linen ...	...	...	66,920	...	54,360
(5.) Carpets, handkerchiefs, and all other textile fabrics	...	...	66,150	...	64,100

COMPARATIVE Return of Foreign Import Trade of Japan .
during the Years 1892-91—continued.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Tobacco	...	...	46,845	...	45,525
Wine, beer, and spirits	...	...	60,210	...	71,685
Sundries	...	...	378,820	...	283,688
Total	...	...	10,654,418	...	10,487,878

RECAPITULATION of Imports.

Articles.	Value.		
	1892.	1891.	1890.
	£	£	£
Cotton, raw	1,842,280	1,366,542	871,837
„ manufactured	1,781,170	1,515,236	2,293,974
Wool, raw	45,234	34,425	60,111
„ manufactured	999,365	879,231	1,278,425
Metals and manufactures of ..	746,230	856,816	1,093,553
Oils and wax	567,260	828,631	852,760
Sugar	1,435,650	1,300,885	1,379,463
Arms, machinery, and instruments	614,800	777,480	1,198,523
Grain and seed	730,530	1,017,750	2,325,855
Miscellaneous	1,891,799	1,909,876	1,926,393
Total	10,654,418	10,487,878	13,280,894

**COMPARATIVE Return of Foreign Export Trade of Japan during
the Years 1892-91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Bamboo ware	...	...	£ 32,290	...	£ 36,318
Books and paper	...	...	47,120	...	43,449
Coal and coal dust (except ship's use)	Tons ...	900,398	411,792	895,320	511,650
Drugs, medicine, dyes and paints	...	...	301,168	...	403,327
Camphor	Tons ...	1,824	183,910	2,630	262,184
Ginseng	" ...	98	36,620	76	31,842
Sulphur	" ...	13,002	40,535	18,800	45,839
Fans	Number ...	13,653,515	49,276	15,724,048	58,633
Floors, matting	...	...	169,761	...	105,594
Grain, beverages, and provisions	...	...	1,320,707	...	1,757,986
Fish	...	...	275,260	...	310,813
Mushrooms	Tons ...	822	81,470	919	90,101
Rice	" ...	72,620	600,560	118,930	999,984
Seaweed	" ...	25,721	143,490	19,255	123,505
Wheat	" ...	40	162	1,766	11,040
Lacquered ware	...	...	76,186	...	92,920
Matches	Gross ...	9,242,035	317,690	8,029,932	296,709
Metals	...	...	755,514	...	870,635
Antimony	Tons ...	1,225	23,561	1,824	37,417
Copper	" ...	17,899	703,976	17,242	785,468
Oil and wax	...	...	94,381	...	102,916
Fish oil	Tons ...	4,880	35,869	2,539	28,293
Vegetable wax	" ...	1,458	41,200	1,582	50,990
Porcelain and earthenware	...	...	213,580	...	207,131
Rags	Tons ...	5,726	28,810	3,968	20,953
Screens	Number ...	125,868	50,000	123,201	56,800
Silk, raw, waste, and cocoons	Tons ...	6,054	5,758,560	5,419	5,178,307
Straw plaits	...	...	22,380	...	31,186
Tea	Lbs. ...	50,377,000	1,085,650	53,099,900	1,131,881
Textiles and clothing	...	...	1,346,550	...	864,622
Cotton goods	...	...	111,880	...	60,417
Silk handkerchiefs	...	...	504,140	...	452,527
Other silk goods	...	...	689,860	...	318,379
Timber	...	...	39,010	...	30,283
Tobacco	...	...	17,651	...	17,252
Umbrellas, European	Number ...	1,202,174	52,674	657,882	28,992
Sundries	...	...	851,139	...	701,616
Total	...	...	13,042,769	...	...
Foreign produce	...	...	100,703	...	...
Grand total	...	...	13,143,472	...	12,798,920

RETURN of Principal Articles of Import from various Foreign Countries during the Year 1892.

Country.	Values in Thousands Sterling.											
	Beans.	Cotton, Raw.	Cotton Yarn.	Flannels.	Iron, Bar and Rod.	Iron nails.	Italian Cloths.	Kerosene.	Mousseline de Laine.	Rice.	Shirtings.	Sugar.
Belgium...	...	...	...	...	23	27	...	...	...	...	...	...
China...	243	915	...	...	...	...	...	...	...	8	...	355
Corea...	162	...	...	...	...	...	...	...	...	202	...	...
Canada...	...	...	...	...	...	...	...	...	...	...	...	...
British India...	...	700	271	...	...	...	...	...	...	...	...	...
Great Britain	...	...	795	21	78	24	155	...	8	...	340	...
Australia...	...	...	...	...	...	...	...	...	...	...	...	...
Hong Kong...	...	...	...	...	...	...	...	...	...	...	...	1,037
Germany...	...	...	...	137	24	84	4	...	29	...	3	...
France...	...	...	...	2	...	...	...	...	323	...	...	...
United States	...	215	...	...	...	...	...	378	...	...	...	...
Russia...	...	...	...	...	...	...	...	119	...	...	...	...
Total import	405	1,842	1,068	160	130	135	159	497	366	307	343	1,435

TOKIO.

TABLE showing the Value and Distribution of some of the Principal Articles of Export.

Country.	Values in Thousands Sterling.						
	Silk (raw).*	Tea.	Copper.	Coal,†	Camphor.	Rice.	Silk Piece- Goods.
United States ...	3,278	985	...	...	59	39	653
Hong-Kong ...	...	...	447	190	103	200	40
France ...	2,155	...	...	...	...	42	354
United Kingdom ...	67	...	...	...	...	113	36
China ...	...	...	93	180	6	...	...
Canada ...	...	122	...	...	...	49	...
Germany ...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	75	...
British India... ..	...	...	16	35	...	16	...
Italy ...	170	...	...	...	...	...	...
Total export ...	5,758	1,085	703	411	184	600	1,194

* Raw, Noshi and waste.

† Excluding ship's use.

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JAPAN.

REPORT FOR THE YEAR 1892
ON THE
TRADE, &c., OF HAKODATE, WITH NOTES ON
THE SEALING INDUSTRY.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1123.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

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J A P A N.

HAKODATE.

Mr. de Bunsen to the Earl of Rosebery.

My Lord,

Tokio, November 5, 1893.

I HAVE the honour to forward to your Lordship herewith enclosed the Annual Report of the Trade and Shipping of the Port of Hakodate for 1892.

I have, &c.
(Signed) M. DE BUNSEN.

Report on the Trade and Shipping of Hakodate for the Year 1892.

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New
departure in
pelagic
sealing.

The trade and shipping of this port in 1892 was marked by a new feature of considerable interest; namely, the appearance, for the first time, of pelagic sealing craft with cargoes of skins taken from the open sea off the north-east coast of Japan. There were only four of them, all under the United States flag, and their average catch of skins was under 1,000 each; but the event was of more importance than these modest figures would indicate. For it was a proof that this line of maritime industry has been pushed across from the eastern or American side to the western or Asiatic side of the North Pacific Ocean.

The cause of this movement was, of course, the exclusion of pelagic sealing craft from the Behring Sea.

Shut out from their best hunting district, some of the American skippers and hunters determined to try their luck outside the forbidden limits; especially as it was known that there were plenty of seals in the ocean besides those resorting to the Pribyloff Islands. The pioneer of the new departure was Captain Hagman, of the American schooner "C. G. White." Coming across from San Francisco in 1890, he succeeded in shooting some 680 seals off the coast of Yezo. He then pursued his voyage northwards, towards the vicinity of the Russian seal-rookeries on the Commander Islands. Here he met with misfortune. Some of his boats attempting to land for supplies were fired upon by the Russian Guard on Copper Island. One man was killed; and eleven others who escaped missed their schooner and were subsequently picked up by another well-known seal-hunter, and taken to San Francisco. Six other men and two boats were captured by the Russians. Having thus lost his boats and men, Captain Hagman, with one seaman and a cook, took his ship back to San Francisco, a voyage of 3,500 miles; the "C. G. White" being a craft of 73 tons.

Next year, 1891, he crossed the Pacific again in the same ship; and without going near any rookeries, obtained 1,686 skins off the north-east coast of Japan and Yezo.

In 1892, as I have stated, four sealing craft visited this harbour; and these were only about one-third of the number engaged in hunting in these waters. Ten or eleven were American, viz., the "Bowhead," "Kate and Anna," "Allic J. Algar," "Sophie Sutherland," "Mattie T. Dyer," "Webster," "San Diego," the "C. G. White," and two or three more. There was also amongst them one Canadian schooner, the "Penelope," whose catch was amongst the best.

It may perhaps be well for me to take advantage of the delay, due partly to illness, in the sending of this report, to here incorporate with the scanty information gleaned from the four visitants of last year, the fuller details gathered during the season now closing, as to the conditions and prospects of the pelagic sealing industry on this western side of the Pacific.

The conditions as regards space and time are very similar on both sides of the ocean. To begin with, the Russian rookeries of

Limits, &c.,
of sealing
on Asiatic
side of the
Pacific.

the Commander Islands are the exact counterpart (though smaller) of the American rookeries of the Pribyloff Islands; the two face each other, in about the same latitude, from the opposite sides of Behring Sea. From these centres the seals, after their 4 or 5 months' summer sojourn, start southwards for their immense swims in the Pacific, extending on the American side as far down as San Francisco, and on the Asiatic side as far down as Sendai Bay and even the entrance of Yedo Bay.

But there is at least one noteworthy point of difference between the two cases. Whereas, on the American side, owing to the long sweep and turns of the coast line, the range of the seal's swim is a good 3,200 miles, on the Asiatic side it is a nearly straight run of less than half that distance. Hence the seal herd, though larger, is more dispersed on the American side than on this; and it is probable that hunters choosing this side gain more through the concentration of the herd than they lose through its inferiority in numbers. Indeed, the effective hunting range on this side—at all events, for the first stage of the hunting season—is not much more than 800 miles long, extending from Kiukasan (Sendai Bay) to Nemuro, the most easterly point of Yezo Island. On reaching Nemuro the seals suddenly disappear about the end of June; and no sealing craft as yet has followed them up, keeping them in sight, between this point and the rookeries on Behring and Copper Islands, or the still smaller rookery of Robben or Tuline Islands in the Okhotsk Sea.

The explanation of this sudden acceleration of the seal's pace may be, as the hunters think, merely the quickening of the natural instincts, sexual and maternal, on the eve of the breeding time. But it may also be due to a falling-off in the food supply up along the line of the Kurile Archipelago. The deepest known depression of the Ocean bed—4,655 fathoms, rather more than $5\frac{1}{4}$ statute miles—occurs to the east, and just about the middle of that group, and extends along its eastern side; the very line necessarily taken by the seals in their short cut to the Commandorski rookeries. In such deep water, squid and salmon, the favourite food of the fur seal, are very scarce.

Be the cause what it may, the fact is undoubted that, beyond Nemuro, the schooners lose sight of the seals about the end of June, and this check of their pursuit serves as a mark to divide the hunting season into two distinct stages.

The schooners, as a rule, leave Victoria or San Francisco at the end of December or early in January, and, after a two months' voyage across the Pacific, strike the Japanese coast about the latitude of Yokohama, where some of them put in to victual or refit. They begin hunting about the middle or end of March, first meeting large clusters of seals in about latitude 38° N. off Sendai Bay, from about 30 miles to 250 miles off the shore. The seals are then proceeding northwards at a leisurely pace, travelling during the night and feeding and sleeping in the day time, especially in bright, sunshiny weather. "Sleepers," as the hunters call them, are the easiest to shoot; "travellers"

Two stages of
the seal
hunting
season

more difficult. With skilful hunters, the proportion of seals lost by sinking after being shot varies from about 5 to 10 per cent. A schooner with six or seven boats can take, on the average, close on 1,000 skins in the four months, March to June. That closes the first stage of the season, and they then either tranship their catches at sea into a collecting ship from Victoria and San Francisco, or else put into this port and land their skins for shipment to London, Victoria, or San Francisco. This done, after a short stay and revictualling in port, they then start northwards for the second stage of the hunting in the western side of Behring Sea and in the Okhotsk Sea.

I am inclined to believe that the chances of approaching close to the rookeries apart this second stage of the hunting season, lasting from the end of July till the end of October, yields a very much smaller catch than the first stage; and that, with a protective zone established round the rookeries, the sealers will find it hardly worth while to continue it.

Future prospects of the industry.

At the rate at which the pelagic sealing schooners are increasing, and in the absence of more effective measures for the protection of the herd on the rookeries, no less than at sea, the industry cannot last long. In 1885 there were, I am informed, only about ten Canadian schooners engaged in it. In 1890 the number had increased to 25 or 26; and this year, 1893, there were over 60, to say nothing of the American schooners, which, I believe, are not quite so numerous. These figures include the whole of the Canadian sealing fleet. As regards the portion of it that is engaging in the hunting on this western side of the Pacific, the rate of increase is even more rapid, as the figures for this and the two previous years show. In 1891 only 1 schooner; in 1892, 11 or 12; and in 1893 at least 30 hunted in these waters; and the probability is that next year the number will be still larger. There are three grounds for anticipating this result. In the first place the advantage, as compared with the American side, of the shorter range, and greater concentration of the herd is now well known to the sealers. Secondly, the close season and the limits prescribed by the award of the Behring Sea arbitrators, is sure to drive many over to this side. And, lastly, the fact that there is a considerable saving in freight and charges when the skins are packed here and shipped via the Suez Canal to London, as compared with the charges and freight from the Canadian or American side, will tell in the same direction. It costs about $1\frac{1}{2}$ dol. (gold) per skin to pack and ship to London from either Vancouver or San Francisco, whereas the packing charges and freight from Hakodate barely amount to 50 c. per skin.

Probable participation of Japanese in pelagic sealing.

Upon the Japanese people the sudden apparition of a band of foreign adventurers exploiting a hitherto neglected and indeed unsuspected source of wealth so near to the Japanese coast, has had a somewhat startling and stimulating effect. Many of the native newspapers affect to regard the pelagic sealers as poachers. But, in this island at least, the distinction between poaching and pelagic sealing is becoming clear to the people; and signs are not

wanting that very soon some of them will try to take a hand in the game. At present the right to take seals or sea-otters in Japanese territorial waters is virtually a monopoly of a recently established joint stock company called Teikoku Suisan Kai Sha (Imperial Marine Products Company). An account of the steps that led up to the formation of this company will take the shape of a historical sketch of the fur trade of Yezo and the Kurile Islands.

Up till quite lately the fur seal was of very little importance in this part of the world. It was the sea-otter the hunters prized. The hunting of the sea-otter in Yezo and the Kuriles has been going on for at least three centuries. The earliest notice of it I can find is in Japanese records of about that date; when the feudal Baron of Matsumae, Kakizaki Yoshihiro, presented three skins to the great Taiko Sama. Again in 1615, the Chief of Ainu of Eastern Yezo came to the castle of Matsumae and presented three white otter skins to the Daimyo. In the following year this noble presented two otter skins 7 feet long to the reigning Shogan, Tokugawa Hidetada. After that, skins were often presented to the reigning Shogan by the lords of Matsumae.

History of fur trade of Yezo and the Kuriles.

From Yezo, operations were soon pushed on into the adjoining Kurile Islands. In 1633, four or five Ainu families from Akkeshi migrated to Shibe-toro, in Etorup, and engaged in the hunting of sea-otter, bears, and eagles, whose skins they brought each year to Akkeshi to barter for rice and rice-beer, &c.

Henceforward, emigration of Ainus to the Kuriles continued to increase, small settlements being formed in the larger southern islands of the group, chiefly for the hunting of the otter and other marine animals. It was in 1765 that these Ainu people of Etorup, whilst hunting near Horomushiri, Niishiri and Urup and elsewhere in the sea, first came into collision with the Russians. After the fight that then took place, the Russians came not again for about 10 years. In 1778 the Ainu of Etorup prevented the Russians from hunting, as they wished, at Urup and other places near. The Russians, however, used guns for fighting as well as for hunting, whilst the Ainus had only the bow and the spear. Later on the Russians came in greater numbers and hunted at their pleasure. Soon after, the Ainu had to leave Utorup altogether, and all the Kuriles became virtually Russian territory.

In 1796, thirty Russians, men and women, came and settled in Urup, and having brought nets with them, took large numbers of otters; which are more abundant round this island than any other of the Kuriles. Etorup is the next best hunting ground; and a determined effort was made, in 1800, by the Ainu, led by a Japanese merchant from Hiogo, to regain their former footing on it. The Ainus were offered higher prices (in rice) for the skins; and in a few years they re-established their hunting stations throughout the island, and were not again molested by the Russians; who, however, did not relax their hold of the neighbouring island of Urup, on which, as late as 1866, they settled some natives of Alaska as hunters.

During all this time the trade in the skins taken by the Ainu was a monopoly in the hands of the Daimyo of Matsumae. Death or exile was the punishment for selling to any one else. The skins were forwarded from Matsumae to Nagasaki, and there sold by the Daimyo's factor to Chinese merchants. The demand for high-class furs in Northern China is unfailing.

Government
control of
hunting and
the fur trade
since 1868.

After 1868, when the feudal system collapsed, and the governing power reverted to the hands of the Sovereign, the rights and privileges of the Barons of Matsumae passed to the new Government; the monopoly of the hunting and fur trade amongst them.

In 1869 a Special Colonisation Commission (Kaitakushi) was established for the purpose of settling and developing this outlying dependency; and a branch office thereof was established at Etorup for the regulation and management of the otter-hunting business, and for keeping guard against foreign poachers. At first no change was made in the old system, the skins being taken over from the Ainu hunters at the usual prices, viz., about 8 bushels of unhulled rice per skin of the first quality, 6 bushels for medium and 4 bushels for ordinary, being about equal, at the rates of value then ruling, to about 1*l.* 4*s.*, 16*s.*, and 12*s.* respectively.

In 1870 a change was made, the Ainu of Etorup being taken into the employment of the colonisation office, and the hunting operations being conducted under official supervision. But this experiment was not found to yield satisfactory results, and in 1874 the former system was reverted to. In that year, for the first time, two Japanese gunboats were sent to patrol the coast of the Southern Kuriles, and keep off foreign poachers, and the practice has been kept up every year since. At the same time two branch stations of the Kaitakushi were established in Etorup, viz., at Notsuka and Toshiruri; and whilst general permission was given to the Ainu for hunting, the sale of the skins to any one but the Government was strictly forbidden, the official price of skins being 5 yen, 4 yen, and 3 yen (about 1*l.*, 16*s.*, and 12*s.*), according to quality.

The Ainu methods of hunting the otter were, in summer, lying on the rocks and shooting with the bow and arrow; in winter, clubbing the quarry on the ice. The Kaitakushi officials soon copied and introduced the foreign method of hunting with boats and guns. In 1877 the hunting stations on Etorup were increased to four, and in the following years several more offices and hunting stations were set up in other islands, which had now become Japanese territory by the exchange with Russia of the Kuriles against Southern Saghalin. In 1880 the amount of Government expenditure allowed for the hunting business in the Kuriles amounted to about 2,000*l.*

In 1882 the Colonisation Commission was abolished, and the Hokkai Dō (or North Sea Circuit), as Yezo and the Kuriles were now called, passed under the control of the Department of State for Agriculture and Commerce; but this transfer

occasioned hardly any change as regards the hunting and fur trade system. An idea of the extent of these official operations may be gained from the following figures, extracted from official statistical publications :—

RETURNS of the Sea-Otter Fur Trade during Nine Years of the Colonisation Commissions' Administration.

Year.					Number of Skins taken.	Cost.	Prices Sold for.
						Dollars.	Dollars.
1873	..	..	..	..	299	197	16,692
1874	..	..	..	..	78	254	4,521
1875	..	..	..	..	250	2,989	14,489
1876	..	..	..	..	285	4,708	16,518
1877	..	..	..	..	342	4,190	19,879
1878	..	..	..	..	270	6,840	15,648
1879	..	..	..	..	211	8,745	(1)
1880	..	..	..	..	187	11,464	11,423
1881	..	..	..	..	77	14,073	2,994

From this it would appear that in 1877, the best year, the Government's receipts from the fur trade amounted to about 4,000*l.* sterling; the cost of production being about one quarter.

The returns of the trade during the 5 years' administration of the Department of Agriculture and Commerce show a considerable falling off :—

Year.					Skins taken.	Price Sold for.
					Number.	Dollars.
1882..	..	..	..	..	82	4,449
1883..	..	..	..	..	3	189
1884..	..	..	..	..	53	3,698
1885..	..	..	..	..	31	991
1886 .	..	..	..	..	99	7,745

During all this time little or no account had been taken of the fur seal. But the fact that some small seal-rookeries existed about the middle of the Kurile Group attracted the attention of otter-hunters and other sea-faring foreigners soon after the transfer of the Archipelago from Russia to Japan in 1875. As, however, no effective steps were taken by the Japanese Government for the protection of the seals, the rookeries were exposed, year after year, to the raids of poaching vessels fitted out for the purpose at Yokohama and Shanghai. In consequence mainly of the molestation and havoc thus wrought, the Kurile rookeries have for some years past been almost deserted by the seals. The Russian seal-rookeries at the Commander Islands and at Robben or Tulin Island also suffered in the same way, but not to anything like the same extent.

Establishment of the Imperial Marine Products Company. It was not till 1889 that the repression of these forays was taken up in earnest by the Japanese Government. In that year, the shooting of some Japanese forming part of the crew of a British poaching schooner at Copper Island led to the attention of the Government being effectually called to the question. Two results followed. Japanese seamen were prohibited from engaging in unlicensed hunting vessels; and the exclusive right of hunting sea-otters and seals in the territorial waters of Japan, i.e., around the coasts of, and on the Kuriles, was granted to the aforementioned Company, then formed, the Imperial Marine Products Company (Teikoku Suisan Kai Sha).

It was established in November, 1889, at Tokio, with a nominal capital of 750,000 yen (equal to about 100,000*l.*) in shares of 25 yen each. The head office is at this port; and its operations include whaling, but not fishing proper. Its monopoly of sea-otter and seal hunting in the Kuriles was for five years, dating from May, 1889; and it has now been renewed for another term of five years. It began operations in the summer of 1889, and its yearly returns of skins taken are as follows:—

Year.					Sea-otters.	Seals.
					Number.	Number.
1889..	..	..	..	..	53	33
1890..	..	..	..	..	47	381
1891..	..	..	..	..	57	40
1892..	..	..	..	..	54	3

It is probable that this Company will be the first Japanese participants in pelagic sealing next year.

General remarks.

Beyond a slight falling-off in the small foreign trade of the port, due to the derangements of commerce caused by the appreciation of gold, there is nothing of interest to note. I append the usual tables.

Annex 1.—COMPARATIVE Return of the Foreign Import Trade of the Port of Hakodate during the Years 1892–91.

Articles.	Value.	
	1892.	1891.
	£	£
Rail-iron	..	27,298
Miscellaneous	1,809	8,949
Total	1,809	36,247

NOTE.—Exchange for 1892, 2*s.* 11½*d.* = 1 dol. (or yen); exchange for 1891, 3*s.* 4*d.* = 1 dol. (or yen).

Annex 2.—RETURN of the Foreign Export Trade of Hakodate
during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Seaweed	Tons ...	10,384	£ 55,290	8,022	£ 50,540
Sulphur	" ...	11,552	35,100	15,825	36,535
Trepang and cuttle-fish	" ...	286	10,420	248	12,746
Timber	" ...	...	6,520	...	...
Furs	Skins ...	20,867	2,570	8,315	1,080
Miscellaneous	" ...	...	3,043	...	1,891
Total... ..	...	...	112,943	...	102,792

Exchange for 1892, 2s. 10½d. = 1 dol. (or yen); for 1891, 3s. 2½d. = 1 dol. (or yen).

Annex 3.—RETURN of the Values of the Exports from and
Imports into Hakodate to and from Foreign Countries
during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	..	..	445	27,298
United States of America	30,802	36,535	..	..
China	70,327	53,428	244	..
Other countries	11,814	7,829	1,120	8,949
Total	112,943	102,792	1,809	36,247

Annex 4.—RETURN of all Shipping at the Port of Hakodate
during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	2,595	4	4,142	6	6,737
American	5	803	...	...	5	803
German	...	...	2	774	2	774
Japanese, foreign build	252	19,836	2,824	991,780	3,076	1,011,616
Japanese junks	1,841	39,360	...	...	1,841	39,360
Total	2,100	62,594	2,830	996,696	4,930	1,059,290
" for the year preceding	2,142	79,330	2,658	912,083	4,800	991,413

JAPAN.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	4	6,093	3	4,125	7	10,218
American ...	5	803	...	...	5	803
German ...	...	...	4	2,286	4	2,286
Japanese, foreign rig...	256	22,723	2,871	996,062	3,127	1,018,745
Japanese junks ...	1,349	28,163	...	...	1,349	28,163
Total ...	1,614	57,782	2,878	1,000,463	4,492	1,060,215
„ for the year preceding ...	1,978	69,713	2,640	903,389	4,618	973,102

Annex 5.—RETURN of all Foreign Residents at Hakodate on
December 31, 1893.

Nationality.	Number of Residents.	Number of Firms.
British	26	2
French	10	..
American	4	..
Russian	1	..
Chinese	60	5
Total	101	

ELSEWHERE IN THE HOKKAIDO.

	Number of Residents.
Sapporo—	
British	3
American	4
German	3
French	2
Nemuro—	
American	4
Kushiro—	
British	1

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ON THE
FINANCES OF MEXICO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 637.

*Presented to both Houses of Parliament by Command of Her Majesty,
FEBRUARY, 1893.*

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MEXICO.

MEXICO.

Sir Spenser St. John to the Earl of Rosebery.

My Lord,

Mexico, December 30, 1892.

I HAVE the honour to enclose a Report by Mr. Carden on the Finances of Mexico, embracing a period of 10 years and brought down to the present day.

I have, &c.

(Signed) SPENSER ST. JOHN.

Report on the Finances of Mexico for the Years 1881-91.

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*Prefatory.**Prefatory.*

In the following report I have not converted currency into sterling, as the exchange has varied so much and so frequently during the past 10 years that any attempt to give a gold equivalent for silver dollars would only be misleading, by making fluctuations appear in the revenue and expenditure where none really exist.

Moreover, all the expenses incurred by the Government, with the single exception of the interest on the Foreign Debt, which has been treated of separately, are in silver dollars, so that the

rise or fall in the price of silver does not influence them in any way.

I may mention that there is no paper currency in Mexico except ordinary bank notes, the only legal tender being the silver dollar, worth at its par value 4*s.*, or at its present rate about 2*s.* 8*d.*

Among the many reforms in the administration of the Government of Mexico which have been made during the past few years, there are few of greater importance to the country than the reorganisation of the system of book-keeping in the Treasury Department, and the consequent improvement in the rendering of the Treasury returns, although as so often happens with reforms generally it has met with little or no recognition from the public.

Improvement
in the publica-
tion of
Treasury
returns.

Prior to 1880 the returns of revenue and expenditure were only published intermittently and with very little detail, and scarcely pretended to show a balance-sheet which would give any idea of the real financial condition of the country. Since that date, however, the system of book keeping has been entirely changed, and the most praiseworthy efforts have been made to ensure promptitude in making up the annual returns, with the result that this year for the first time in the history of Mexico it has been found possible to submit to Congress, in time to be of service for the debate on the budget, a complete statement in the fullest detail, showing the revenue and expenditure of the previous fiscal year, and the amount of the Public Debt.

The new system of accounts having been in use since 1881 a comparison of the revenue and expenditure for 10 consecutive years is now possible, and although the earlier returns contained certain confusing elements which do not appear in the subsequent ones, their compilation is none the less a most valuable contribution to the public knowledge of Mexican finance.

Comparison
of the revenue
and expendi-
ture for 10
years can now
be made.

I do not consider, therefore, that any excuse is needed for treating the subject in considerable detail, even though it involves the publication of an unusual amount of tabulated statements.

In drawing up the returns of revenue and expenditure, which will be found further on, I have endeavoured to present as clear an idea as possible of the real income and disbursements of the Government, eliminating with that object all entries involving merely paper transactions. As these were often in former times of great magnitude, and conduced more than anything else to obscure the real financial condition of the country even to its own inhabitants, some explanation of their nature and amount may not be amiss.

Paper trans-
actions have
been elimin-
ated as much
as possible in
this report.

Before the establishment of the National Bank, the Treasury was dependent for temporary advances on private bankers and business houses, and as there were considerable risks attached to such transactions, the terms were invariably high.

Short date
loans in
former times.

An importing house then, in making a short date loan to the Government, would usually give a certain amount in cash and the remainder in some form of Government paper, worth from 15 per cent. to 20 per cent. of its face value, or perhaps less, getting in exchange orders upon the custom-house for the full amount, receivable in payment of duties. The paper thus bought in was credited by the Treasury at its full value, and if, as occasionally happened, it had been received at a somewhat lower rate, the difference was entered as revenue under the head of "profits," the amount of the overdue interest, if the paper were interest bearing, being entered separately as a "donation to the public Treasury."

As the amount of the Government paper in circulation, until the passing of the Law of June, 1885, for consolidating the Public Debt, was practically an unknown quantity, and as no attempt had been made to pay interest on it, its intermittent amortisation in the way just described only constituted a very onerous charge on the already insufficient resources of the Government, without making any appreciable difference in its indebtedness, and without relieving it of any annual charge for the interest which it did not pay.

"Profits" and
"donations"
do not
represent real
receipts.

The two items then, of "profits" and of "donations to the public Treasury," must be struck out of the revenue returns altogether as representing an entirely imaginary receipt, while it is an open question whether the proceeds of the sales of Government property, paid for in credits against the Treasury, previous to the date when those credits constituted a defined proportion of the consolidated debt, should not be struck out also.

During the past four years these "profits" and "donations" have amounted to over 50,000,000 dol., a large part of which represents the reduction of the capital of the Foreign Debt by its conversion in 1888 and the cession of the greater part of the interest on their credits by those holders of miscellaneous claims against the Government who have accepted their conversion into bonds of the interior consolidated debt.

In conclusion I may mention that in the last four Treasury returns a careful separation has been made of the cash, of the bonds accepted in payment of Government lands and amortised, and of the mere paper transactions, so that for these years the figures I have given of the cash revenue may be taken as perfectly accurate, while those for the preceding six years are at any rate very nearly so.

In the returns of the expenditure the principal complications are to be found under the headings of "Railway Subventions" and "Public Debt," and these will be treated of in the analysis of the expenditure of the Departments of Finance and Public Works.

Total revenue
for 10 years.

From the accompanying table it will be seen that the receipts have averaged about 6,000,000 dol. per annum more in the last five years than in the previous five.

In view of the amount of capital which has been introduced into the country in the same period, this increase cannot be considered to be in any way remarkable, and the most satisfactory feature about it is to be found in the steadiness of the progress it indicates.

Moreover the amount of the revenue considered in its relation to the size and wealth of the Republic and the density of its population is very small, and does not nearly represent what the country could contribute for the maintenance of its Government without unduly pressing on the taxpayers, if more attention were given to the taxation. This subject is now receiving the serious consideration of the Finance Minister.

REVENUE for the past Ten Years.

Years.	Customs.	Interior Taxation.	Revenue from other sources.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.
1881-82 ..	18,516,151	6,876,620	3,779,964	29,172,735
1882-83 ..	19,156,697	7,694,629	3,922,670	30,773,996
1883-84 ..	17,808,725	7,611,140	3,797,096	29,216,961
1884-85 ..	15,877,947	8,830,282	3,444,742	28,152,971
1885-86 ..	15,394,734	8,764,790	4,361,380	28,520,904
1886-87 ..	17,864,892	11,368,018	1,935,443	31,168,353
1887-88 ..	19,631,669	11,752,588	2,547,970	33,932,227
1888-89 ..	19,711,194	11,964,393	2,699,196	34,374,783
1889-90 ..	22,939,273	12,547,919	3,099,409	38,586,601
1890-91 ..	21,185,200	13,056,802	3,149,803	37,391,805
Average for first 5 years	17,350,851	7,955,492	3,861,170	29,167,513
Average for second 5 years ..	20,266,446	12,137,944	2,686,364	35,090,754

The customs revenue is derived from the following sources :— The revenue

1. The import duties, which represent 95 per cent. of the total revenue from customs.

2. The export duties on orchil and cabinet woods.

3. Other dues and duties.

The cost of collection of this branch of the revenue has increased somewhat in the past five years, and now represents about 10 per cent. of the total amount of the duties collected.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1880-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Import duties	17,520,718	16,668,429	19,410,844	20,178,744
Export " "	711,100	324,462	96,351	86,860
Other dues and duties	284,333	357,960	759,251	919,596
Total	18,516,151	17,350,851	20,266,466	21,185,200

Import duties.

Although the revenue from import duties has increased considerably in the past 10 years, the ratio of increase, comparing the two groups of five years, has been 20 per cent. less than that of the general revenue.

The reason for this is probably to be found in the fact that home manufactures are steadily, though slowly taking the place of foreign goods, especially in cottons and woollens, owing to the exceedingly high protection afforded them by the customs tariff.

There seems to be no ground for supposing that the present enormous scale of duties, which averages 100 per cent. "ad valorem" on cotton piece-goods, and nearly the same on woollens, was ever deliberately imposed for the purpose of protection, but rather that it has grown up gradually to its present height through the ill-advised action of a succession of Finance Ministers, who thought that the simplest way of obtaining more revenue was to increase the duties.

Results produced by high scale of duties.

The evils produced to the country by this system have been very great, and have found no adequate compensation in the improvement of the home industries, either as regards the quality or the cheapness of the goods they produce.

They may be summed up in a few words as follows:—

1. The maintenance of a very high price for cotton goods which weighs exceptionally heavily on the poorest classes, who depend almost exclusively on this material for their clothing.

2. The restriction of the trading capacity of the country with foreign nations, which has its corresponding influence on the introduction of foreign capital.

3. The actual loss of revenue to the Government.

Few persons even in Mexico have any idea what this loss (which represents the cost of protection, and which is greatly on the increase) amounts to, and the following data may be of interest:—

Loss of duties to the Government by protection to cotton factories.

The annual consumption of raw cotton in Mexico averages about 75,000,000*l.*, of which about 12,000,000*l.* are imported from the United States and the remainder grown in the country. Assuming that the average weight of cotton entering into a piece of gray cloth 30 yards long by 33 inches wide (the duty on which is 2 *dol.*) were 6½ *lbs.* (a very fair estimate), and assuming that all the cotton manufactured in the country were made up into the lowest grades only, it would represent over 11,000,000

pieces per annum, which if imported would pay in duties over 22,000,000 dol. As a matter of fact, a fair proportion of the goods now manufactured in Mexico are bleached goods and prints, the duty on which is of course much higher than on gray cloth, so that it is no exaggeration to set down the amount of the duties thus lost to the Government on cotton alone at nearly 30,000,000 dol. per annum. When to this must be added the losses of duties through the woollen, paper, and iron industries, it will be seen that the sacrifices the country has to make to support its home manufactures are out of all proportion to its revenue and resources.

The present Minister of Finance, Mr. Matias Romero, has already intimated in his report to Congress the intention of the Government to make considerable reductions in the duties; but the feeling that the interests which have been brought into existence by the system hitherto in vogue have an undeniable claim on the consideration of the Government must necessarily retard the process very much, and it is a question whether some scheme of compensating the manufacturers and thus leaving the Government quite free to remodel its tariff on purely fiscal lines would not be productive of more satisfactory, and at the same time of more speedy results.

The only export duties leviable are those on cabinet woods, which pay 1 dol. 50 c. per cubic metre, and an orchil which pays 5 dol. per ton of 1,000 kilos. Export
duties.

The proceeds of these duties in 1891 were, for woods, 86,745 dol., and for orchil only 114 dol., the latter having fallen from 13,125 dol. the year before.

The other dues and duties comprise:—

1. The two per cent. additional duties leviable in all custom-houses, which is applied to harbour improvements. Other dues
and duties.
2. The duty on the consumption of foreign goods, leviable only in the federal district and territories, amounting to 5 per cent. of the import duties, part of which is assigned to the municipal Government of the capital.
3. Tonnage, pilotage, warehousing, and light dues.
4. Dues on goods in transit.
5. Registration fees for shipping.
6. Consular fees.

The proceeds from these duties in 1891 were as follows:—

Description.	Amount.
	Dollars.
2 per cent. additional duties	426,830
Duty on consumption	234,518
Tonnage dues, &c.	104,290
Transit dues	..
Shipping fees	923
Consular	153,030
Total	919,596

Interior
taxes.

The interior taxes may be conveniently divided into four heads:—

1. The “Renta del Timbre” or stamp tax.
2. The direct contributions.
3. The Octroi duty.
4. Minor taxes.

The receipts from these taxes will be found in the following table:—

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Stamp tax	4,203,687	5,116,574	8,472,567	9,161,665
Direct taxes	674,974	874,914	1,152,010	1,306,743
Octroi duty	1,225,514	1,279,257	1,398,182	1,586,424
Minor taxes	742,445	684,747	1,115,185	1,001,970
Total	6,876,620	7,955,492	12,137,944	13,056,802

The stamp
tax.

The stamp tax, which represents nearly one quarter of the entire revenue of the country, comprises two main sub-divisions, viz., the internal revenue proper, for which a special tariff, embracing all commercial operations, is published from time to time, and the proportion of the taxation of the State Governments which is paid in the Federal Treasury.

The former is now the most productive of the two, representing 58 per cent. of the total collections under the head of stamps. These have grown from 1,429,723 dol. in 1881 to 5,442,619 dol. in 1891.

The Federal contribution, which is 25 per cent. on a large proportion of the taxes leviable by the State Governments, has also grown steadily year by year during the past decade, and with the increasing wealth of the States, and more vigilance in its collection, is destined to become a still more important branch of the revenue than it now is.

The receipts from this source in 1891 were 3,719,046 dol.

Direct
contributions.

The direct contributions, which are collectable in the Federal district and the territories, include the tax on land and house property, the licenses for industrial and commercial establishments, and the licenses for the exercise of professions. In the year 1891 they produced respectively 982,384 dol., 312,650 dol., and 11,709 dol.

Octroi duty.

The Octroi duty, which is leviable on all goods of native production entering the Federal district or territories, has shown less increase in the past 10 years than any of the other taxes, and in view of the cost of its collection and the general inconvenience it occasions to everyone, the Government is considering the desirability of abolishing it.

Minor taxes.

The minor taxes comprise:—

1. The proceeds of the National Lottery.
2. The legacy duty collectable in the Federal district and the territories under the laws of August 28, 1843, July 14, 1854, and November 21, 1867.
3. The mint and assay dues.
4. The tax on salaries of Government employées, leviable at the rate of $2\frac{1}{2}$ per cent. on those over 602 dol. and under 1,000 dol. per annum, of 5 per cent. over 1,000 dol. and under 3,000 dol., of $7\frac{1}{2}$ per cent. over 3,000 dol. and under 5,000 dol., and of 10 per cent. from 5,000 dol. upwards. In the years 1885 to 1887 this tax was double what it is now, which accounts in great measure for the unusually large receipts from minor taxes in those years.

In the year 1891 the minor taxes produced as follows:—

Description.					Amount.
					Dollars.
National Lottery	..	..	..	..	157,269
Legacy duty	..	..	..	..	250,269
Mint dues	..	..	..	..	123,962
Tax on salaries	..	..	..	..	470,470
Total	..	..	..	..	1,001,970

The revenue from other sources may be divided into four groups:—

1. Proceeds of the postal service.
2. Proceeds of the Government telegraph service.
3. Unclassified receipts.
4. Revenue derived from Government property and miscellaneous receipts.

The revenue so derived has been as follows:—

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Post Office	704,766	702,580	898,481	1,034,153
Telegraphs	174,301	193,700	330,766	762,077
Rezagos.. ..	2,407,998	2,097,342	814,862	1,150,771
Government properties, &c.	492,899	867,543	642,255	452,802
Total	3,779,964	3,861,170	2,686,364	3,149,803

The postal service does not as yet cover its expenses, the average annual receipts for the past 5 years being about 200,000 dol. less than the disbursements. The service, however, is far more effective than it used to be, and the amount of mail

Receipts from
the postal
service.

matter carried is largely on the increase, although the charge for postage within the Republic is still extremely high, being 10 c. per $\frac{1}{2}$ oz.

Receipts from
Government
telegraph
service.

The telegraph service cost on an average nearly 880,000 dol. per annum during the last 5 years, as against about 330,000 dol. receipts; but the expenses included the construction of a large amount of line, besides the maintenance, often under circumstances of great difficulty, of the line already existing, which in 1891 amounted to nearly 20,000 miles.

Unclassified
receipts.

The unclassified receipts consist of the balances remaining on hand at the different offices of the Revenue Department throughout the country on the last day of the fiscal year, which have not been as yet charged under their proper heads in the Treasury returns.

Revenue
from
Government
property and
miscellaneous
receipts.

This heading embraces a great variety of small items which it would be impossible to classify without going into a great deal of useless detail.

The sale and rental of Government lands and property of all kinds, including the licenses for working the salt and guano deposits and the pearl fisheries, form the principal part of these receipts, although I have eliminated from them the proceeds of the sales of unoccupied lands ("terrenos Baldios") which are always paid in Government paper, for the reasons given at the beginning of this report.

The remaining receipts are made up of such small items as fines, legalisation of documents, proceeds of the Government printing office, gains on exchange, &c.

Total
expenditure
for 10 years.

The accompanying table shows the actual expenditure during the past 10 years, as taken from the Treasury returns:—

MEXICO.

11

TABLE of Expenditure for the past Ten Years.

Years.	Legislative Power.	Executive Power.	Judicial Power.	Ministry for Foreign Affairs.	Ministry of the Interior.	Ministry of Justice.	Ministry of Public Works.	Ministry of Finance.	Ministry of War.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1881-82 ..	955,250	45,832	352,275	308,752	2,618,474	1,206,608	10,202,687	10,639,485	10,989,821	87,379,184
1882-83 ..	1,009,668	45,474	373,893	321,677	2,678,118	1,051,572	16,328,694	10,321,407	12,635,625	45,366,328
1883-84 ..	966,511	44,751	384,350	337,341	2,744,951	1,074,341	9,709,802	23,191,290	12,351,323	50,824,660
1884-85 ..	957,514	43,220	415,090	361,119	3,009,303	1,085,078	14,373,529	18,815,333	12,852,867	51,913,083
1885-86 ..	957,874	42,567	422,119	373,568	3,131,147	1,175,881	3,288,954	10,136,880	12,144,856	31,672,836
1886-87 ..	998,698	48,393	430,552	418,914	3,126,966	1,258,583	2,982,447	17,023,538	12,490,029	38,773,920
1887-88 ..	975,831	41,725	419,266	459,628	3,218,357	1,251,334	4,421,467	33,711,874	12,309,003	56,838,485
1888-89 ..	976,162	41,187	452,610	401,036	3,378,083	1,296,103	6,015,486	50,883,406	12,379,237	75,823,310
1889-90 ..	969,228	41,748	461,599	444,680	3,382,710	1,345,609	7,642,714	52,995,099	12,038,119	79,331,566
1890-91 ..	979,387	44,199	459,134	520,011	3,582,460	1,379,000	21,319,563	20,605,137	12,185,833	64,074,724
Average for first 5 years ..	969,305	44,369	389,544	344,497	2,896,398	1,118,596	10,780,733	14,752,879	12,194,808	43,431,219
Average for second 5 years ..	979,861	42,491	450,632	448,854	3,339,716	1,306,138	9,076,335	35,043,811	12,280,564	62,908,402

Legislative
power.

- The expenses of the legislative power comprise :—
1. The salaries and travelling expenses of 227 members of Congress.
 2. The salaries and travelling expenses of 56 Senators.
 3. The general expenses of the houses of Legislature.
 4. The expenses of the Auditor-General's Department.

Description.	1881-82.	Average for the 5 years 1881-1886.	Average for the 5 years 1886-1891.	1890-1891.
	Dollars.	Dollars.	Dollars.	Dollars.
Deputies	668,312	675,388	674,632	672,365
Senators	155,724	153,289	154,788	150,785
Houses of Legislature..	72,783	75,699	81,845	87,165
Auditor-General's De- partment	58,431	64,929	68,596	69,072
Total	955,250	969,305	979,861	979,387

Executive
power.

- The expenses of the executive power are limited to the salaries of the President and his personal staff.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
President	30,000	30,000	30,002	30,003
Staff	15,832	14,369	12,489	13,196
Total	45,832	44,369	42,491	44,199

Judicial
power.

- The expenses of the judicial power comprise :—
1. The salaries and expenses of the Supreme Court which is composed of 16 judges.
 2. The salaries and expenses of 9 Circuit Courts.
 3. The salaries and expenses of 38 District Courts.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Supreme Court. ; ..	91,970	103,362	122,163	125,835
Circuit Courts	60,070	63,425	71,786	72,456
District Courts	200,235	222,757	256,683	260,843
Total	352,275	389,544	450,632	455,134

The expenses of the Ministry for Foreign Affairs comprises :—

1. The salaries and current expenses of the department.
2. The general and extraordinary expenses, mostly connected with the Foreign Service, International Commissions, &c.
3. The Diplomatic and Consular services, which include 10 legations and 33 paid consulates.
4. The care of the public archives.

Ministry for
Foreign
Affairs.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Department	45,049	48,106	60,086	65,549
General expenses ..	36,772	32,225	88,752	94,678
Diplomatic and Con- sular	218,211	254,559	290,125	349,209
Public archives ..	8,720	8,607	9,891	10,575
Total	308,752	343,497	448,854	520,011

The expenses of the Ministry of the Interior comprise :—

Ministry of
the Interior.

1. The salaries and current expenses of the department, under which head are also included extraordinary expenses, cost of the Official Journal and other publications, cost of public festivities, maintenance of prisoners, contributions to municipal charities, and cost of the Board of Health, &c.

2. Charitable institutions supported directly by the Ministry of the Interior, namely, the home for the blind, the industrial school for women, and the foundling hospital.

3. The police administration of the federal district and the territory of Tepic, including the salaries of magistrates and police inspectors, and the general expenses of the police courts.

4. The rural police force consisting of 9 corps of 218 men of rank and file to each corps. Each private receives 1 dol. 11 c. per day, out of which he has to maintain his own horse.

5. Under the head of city police force are included, 1,500 foot police with 140 reserves, and 360 mounted police, besides the fire brigade which numbers 48 men between firemen and drivers. Each private of the foot police receives 1 dol. per day, while the mounted police and the firemen receive 75 c. The cost of the uniforms and equipments per man are as follows: for the foot police, 46 dol. 47 c.; for the mounted police, 150 dol. 2 c.; and for the firemen, 59 dol. 40 c.

6. The postal administration includes the maintenance of 434 principal post offices and 862 minor offices, with their respective staffs of letter carriers, besides the payments to railways and steamships for carrying the mails. This last charge, which amounted in 1891 to 52,508 dol., does not include the subventions paid to certain steamship lines, which come under the department of public works.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Department	239,739	247,146	299,107	316,135
Charitable Institutions	37,816	41,567	51,494	54,670
Police Administration..	43,322	50,655	56,484	62,312
Rural Police	847,690	911,105	940,729	945,478
City Police	572,063	649,015	892,689	970,250
Postal Service	877,844	986,910	1,099,213	1,233,615
Total	2,618,474	2,836,398	3,339,716	3,582,460

Ministry of
Justice and
Public
Instruction.

The expenses of the Ministry of Justice and Public Instruction comprise :—

1. The salaries and current expenses of the department and those of the registry of property.

2. The administration of justice in the federal district and the territories, which includes in the former the superior tribunal of the federal district, the civil, criminal, and correctional courts (5 of each), the office of the public prosecutor, and 8 minor courts; and in the latter, 18 tribunals of different categories.

3. The salaries and expenses of the Board of Public Instruction including rent of buildings, purchases of books, scholarships, and subventions to certain educational establishments.

4. The cost of the elementary schools includes that of the primary and transition schools for both sexes, the home for the deaf and dumb, and men and women's night schools.

5. The high class schools comprise the secondary school for girls, the national preparatory school, and the schools of jurisprudence, medicine, commerce, and the fine arts.

6. The colleges comprise the Conservatory of Music, the Normal College for Teachers, and the Academy of Medicine.

7. The National Library and the Museum.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Department	116,420	107,080	138,382	135,037
Administration of Justice	413,863	436,727	489,495	505,383
Public Instruction	231,964	135,074	99,585	129,530
Elementary schools	113,767	116,508	131,507	139,406
High class schools	265,050	245,477	288,242	253,385
Colleges.. .. .	37,176	41,334	110,307	163,683
Library and Museum..	28,368	36,396	48,620	52,576
Total	1,206,608	1,118,596	1,306,138	1,379,000

The expenses of the Ministry of Public Works comprise :— Ministry of

1. The salaries and current expenses of the department, in Public Works. which are included the coinage of copper and the re-coining of silver pieces, cost of printing, a large sum for stamps on contracts with private individuals or companies, and miscellaneous expenses.

2. The cost of construction and maintenance of roads and bridges, inspection and conservation of rivers, construction of harbour works (the principal item of which is 260,000 dol. for the port of Vera Cruz), and finally the transport of immigrants and other expenses connected with colonisation.

3. The maintenance and construction of the federal telegraph lines. The amount paid for the maintenance of line already built was 6 dol. 43 c. per kilom., and the cost of construction of new line was at the rate of 50 dol. per kilom. There are 282 telegraph offices maintained by the Federal Government.

4. The amounts entered in the returns for the last 10 years as Payments on account of railway subsidies. having been paid for railway subventions aggregate 69,558,568 dol.; but although owing to the very complicated way in which this part of the expenditure was given in the earlier returns it is impossible to present a clear statement of the actual payments made, it is quite certain that the sum above mentioned does not by any means represent all cash.

DISBURSEMENTS.

Description.	Amount.
	Dollars.
The cash disbursements under this head in the year 1890-91	20,934,658
Mexican Central Railway Subvention discounted and paid off in full	14,865,597
Mexican Railway Subvention discounted and paid off in full	3,214,447
NOTE.—These amounts were paid out of the proceeds of the Railway Loan of 1890.	
Mexican National Railway, assignment of 6 per cent. of the import duties	1,287,372
Interoceanic Railway, assignment of 3 per cent. of the import duties	628,830
Various subventions without assignments	794,815
Interest on the bonds given as subvention to certain railways	129,300
Payment to Government railway inspectors	14,297
Total	20,934,658

In another part of this report will be found a synopsis of the amounts due by the Government on account of railway subventions on June 30, 1891.

5. Prior to the fiscal year 1886-87 the subventions to steam-
(1453)

ship companies were all charged in the account of the Ministry of the Interior, and although certain small subventions are still chargeable to the same Ministry under the head of the postal service, the most important one, that to the Spanish Trans-Atlantic Steamship Company, belongs to the Ministry of Public Works. Under their contract the steamers of this line are bound to make 36 round trips from Europe in the year, for which they receive 10,000 dol. each trip.

6. The scientific institutions which are wholly or partially supported by the Ministry of Public Works are the Geographical and Statistical Society, the Meteorological and Astronomical Observatories, and the Schools of Engineers, of Mines, and of Agriculture.

7. The other expenses controlled by this department are those for the maintenance of lighthouses, the Government mints and assay offices, the Geographical Survey Commissions, and the maintenance of the national palaces and public monuments.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Department.. ..	136,708	294,415	807,863	887,767
Roads, bridges, &c. .	1,155,350	1,243,619	428,502	539,682
Telegraphs	602,275	892,947	879,351	988,962
Railway subventions	8,044,545	7,807,358	6,434,460	21,294,659
Scientific institutions	129,513	287,611	242,568	283,250
Other expenses ..	130,296	304,788	283,181	325,243
Total.	10,202,687	10,780,733	2,076,335	24,319,563

Ministry of
Finance.

The expenses of the Ministry of Finance comprise the following:—

1. The salaries and expenses of the department, with which are associated those of the Treasury and Audit Offices and the Office of the Paymaster-General of the Army, besides the extraordinary expenses which include 500,000 dol. for the construction and maintenance of custom-houses and other buildings belonging to the Federal Government.

2. The custom administration includes the maintenance of 36 principal custom-houses and 35 subordinate ones, the salaries and travelling expenses of custom inspectors, the maintenance of three small revenue steamers, and the expenses of the preventive service, which numbers 889 men of rank and file.

3. The administration on the inland revenue includes the salaries and expenses of the Receiver-General's Office in the federal district and the territories, together with their subordinate offices, the agencies of the Ministry of Finance in the different States, the Stamp Office, and the National Lottery.

4. The civil pension list.

5. The military pension list.

6. The service of the Public Debt. The total expenditure which figures under this head during the past 10 years amounts to 193,343,553 dol., the greater part of which it is needless to say represents paper transactions, the details of which it would be practically impossible to trace up, and would serve no useful end even if it were possible.

The disbursements in the year 1890-91 were as follows :—

Payments on
account of
the Public
Debt.

DISBURSEMENTS.

Description.	Amount.
	Dollars.
Interest on consolidated debt	4,087,236
Exchange, the greater part of which represents the loss by exchange in remitting the interest on that part of the debt which is payable in London in sterling	2,314,743
Amortisation of funded debt, mostly by the sale of Government lands	932,800
Amortisation of floating debt	1,030,719
Unclassified expenditure of previous fiscal year ..	1,996,643
Losses to the Treasury, a purely nominal item, which represents the difference between the issue price of the Loan of 1890 and its par value	3,923,733
Salaries and expenses of the office of the Public Debt and of the Financial Agency in London..	40,714
Total	14,326,593

EXPENSES OF MINISTRY OF FINANCE.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Department	970,109	1,252,910	1,512,483	1,454,825
Customs	1,159,612	1,466,334	2,019,664	2,110,004
Inland revenue	764,030	954,361	1,363,930	1,436,703
Civil pensions	198,694	183,476	151,007	146,898
Military pensions	1,131,031	1,117,079	1,106,735	1,080,114
Debt	6,476,009	9,778,719	28,889,992	14,326,593
Total	10,699,485	14,752,879	35,043,811	20,605,137

The expenses of the Ministry of War and Marine comprise the following :—

Ministry of
War and
Marine.

1. The salaries and expenses of the department, including extraordinary expenses.

2. The cost of the regular forces. This includes the Staff Corps, Medical Department, Military Tribunal, the Arsenal and Arms Factory, and the pay of the regular army on a peace footing, as follows :—

(1453)

B 2

Description.	Officers.	Non-Com- missioned Officers.	Rank and File.	Cost.
	Number.	Number.	Number.	Dollars.
Engineer corps ..	110	156	588	403,317
Artillery	181	639	1,662	593,135
Cavalry	544	1,250	4,620	1,968,113
Infantry	1,139	3,841	13,500	3,392,601
Total	1,974	5,886	20,370	6,357,166

3. The auxiliary forces, comprising three cavalry corps and other forces, the particulars of which are not given in the budget.

4. The commissariat includes clothing and equipment of the forces, war material, and remounts.

5. The expenses of the navy include the departmental expenses, port captain's offices, and three gunboats and two smaller vessels in commission.

6. The non-effective service includes the pay of general officers, the pay of officers not on active service, good service rewards, pensions for wounds, &c.

7. Miscellaneous services include the maintenance of fortresses the cost of military bands, and the expenses of the Military College.

Description.	1881-82.	Average for the 5 Years 1881-86.	Average for the 5 Years 1886-91.	1890-91.
	Dollars.	Dollars.	Dollars.	Dollars.
Department	319,505	317,858	605,760	622,762
Regular forces	4,959,885	5,759,352	7,619,022	7,241,299
Auxiliary forces	3,733,756	3,370,979	420,902	673,362
Commissariat	334,790	418,237	947,101	956,147
Navy	446,023	505,201	478,437	603,465
Non-effective service ..	674,886	1,293,710	1,623,954	1,562,690
Miscellaneous	520,996	529,581	585,388	526,103
Total	10,989,821	12,194,898	12,280,564	12,185,833

Comparison
of the
expenditure
with the
revenue.

On comparing the gross expenditure during the past 10 years with the revenue for the same period, as given in the foregoing analysis, there would appear to be a deficit of over 210,000,000 dol., owing to the fact that only the cash revenue has been set down, whereas very large entries of paper transactions appear on the expenditure side under the heads of Railway Subventions and Public Debt. It would be quite impossible to trace up through each successive year the true amount of the cash deficit during this period, but I think that a tolerably clear idea of the financial condition of the country may be gained by confining

the comparison to the revenue and the cost of administration, the figures of which represent exclusively cash transactions.

In the two following tables will be found a division of the total expenditure into three heads, costs of administration, railway subventions, and debt, and a comparison of the actual revenue with the cost of administration.

ANALYSIS of the Expenditure in the last 10 Years.

Years.	Administra- tion of Government.	Railway Subventions.	Debt.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.
1881-82 ..	22,854,632	8,048,546	6,476,009	37,379,187
1882-83 ..	26,714,617	12,321,790	6,329,923	45,366,330
1883-84 ..	26,932,516	6,097,779	17,794,366	50,824,661
1884-85 ..	26,857,062	11,626,975	13,429,046	51,913,083
1885-86 ..	25,866,881	941,706	4,864,250	31,672,837
1886-87 ..	26,806,778	766,551	11,200,591	38,773,920
1887-88 ..	27,650,600	1,931,717	27,256,168	56,838,485
1888-89 ..	28,396,740	2,624,471	44,802,099	75,823,310
1889-90 ..	28,203,379	4,264,374	46,863,813	79,331,566
1890-91 ..	28,812,777	20,934,659	14,327,288	64,074,724
Total ..	269,095,982	69,558,568	193,343,553	531,998,103
Average for the 5 years 1881-86 ..	25,845,141	7,807,359	9,778,719	43,431,219
Average for the 5 years 1886-91 ..	27,974,055	6,104,354	28,889,992	62,968,401

COMPARISON of the Cash Revenue with the Cost of
Administration in the last 10 Years.

Years.	Cash Revenue.	Cost of Administration.	Difference available for service of debt and railway subventions.
	Dollars.	Dollars.	Dollars.
1881-82.. ..	29,172,735	22,854,632	6,318,103
1882-83.. ..	30,773,996	26,714,617	4,059,379
1883-84.. ..	29,216,961	26,932,516	2,284,445
1884-85.. ..	28,152,971	26,857,062	1,295,909
1885-86.. ..	28,520,904	25,866,881	2,654,023
1886-87.. ..	31,168,353	26,806,778	4,361,575
1887-88.. ..	33,932,227	27,650,600	6,281,627
1888-89.. ..	34,374,783	28,396,740	5,978,043
1889-90.. ..	38,588,601	28,208,379	10,380,222
1890-91.. ..	37,391,805	28,812,777	8,579,028
Total.. ..	321,291,336	269,095,982	52,195,354
Average for the 5 years 1881-86	29,167,513	25,845,141	3,322,372
Average for the 5 years 1886-91	35,090,754	27,974,055	7,116,699

It will be seen, therefore, that after defraying in full the cost of the Government of the country, there has been in the past 10 years an average annual surplus in cash available for the service of the debt and for railway subventions of 5,200,000 dol., which might have been handled with far better results to the country than has been the case. It is highly satisfactory, however, to observe that the cost of administration has not increased in anything like the same ratio as the revenue, so that in 1891 there was a surplus available for the service of the debt of 8,579,028 dol.

The Public Debt of Mexico is set down in the last Treasury return at 158,932,659 dol., divided into two main sub-divisions, the foreign and the interior debts.

The foreign debt, or that part of the total debt which is payable abroad on a gold basis, amounts to 96,000,000 dol. (19,000,000%), and is composed of the following:—

1. The 6 Per Cent. Consolidated External Loan of 1888, amounting to 10,500,000%. The net proceeds received by the Government from this loan were 8,286,949%, which were applied as follows:—5,780,000% to buying up the bonds of the English 3 Per Cent. Loan of 1851, with its arrears of interest; 195,279% to acquiring the rights of certain American concessionaires in the Tehuantepec Railway; and of the remaining 2,311,670% part was paid in to the Government, and part was retained by the issuing house to provide for the first 6 months' interest.

2. The issue of 5 Per Cent. Tehuantepec Railway Bonds to

Amount of
the Public
Debt on
June 30,
1891
Foreign
Debt.

the amount of 2,700,000*l.*. This issue was made to provide funds for the construction on Government account of the railway across the Isthmus of Tehuantepec, the payment of interest and sinking fund being a direct charge on the general revenue, besides being secured by an assignment of 50 per cent. of the gross receipts of the railway and its dependencies.

3. The 6 per cent. debt of 1890, amounting to 6,000,000*l.*. The price at which this loan was issued to the public was 93 $\frac{1}{2}$, the Government receiving 88 $\frac{1}{2}$, which represented, after deducting all expenses of issue and commissions, 5,250,000*l.*, or, in Mexican dollars at the then rate of exchange, 29,929,675 dol.

The primary object of this loan was to convert into an interest-bearing debt those railway subventions, the principal of which was payable by the assignment of a certain percentage of the customs revenue.

Of the amount produced by the loan, 21,299,268 dol., a trifle over 71 per cent. of the total was devoted to the conversion of an important part of the outstanding railway subsidies, while the remainder went to pay off certain indebtedness to Messrs. Bleichroeder and the National Bank of Mexico, and to provide for a half-year's interest on the loan.

The interior debt, which is payable in Mexico in silver dollars, amounted on June 30, 1891, to 62,932,659 dol., part of which is interest-bearing, and part is deferred or floating debt.

1. The interest-bearing debt comprises the following:—

Interior debt.

Description.	Amount.
	Dollars.
3 per cent. Consolidated Debt of Mexico	27,025,150
6 per cent. Subsidy Bonds issued to the Monterey and Gulf Railway (quoted on the London Stock Exchange)	4,577,000
6 per cent. Subsidy Bonds, issued to the Chiapas Railway Company	177,000
6 per cent. Subsidy Bonds, issued to the Vera Cruz Port Works Company	1,333,675
6 per cent. Subsidy Bonds, issued to the contractors for the Tonalá Mole	450,000
5 per cent. Subsidy Bonds, issued to the contractors for the San Benito Mole	450,000
The amount payable annually for interest and sinking fund is 52,800 dol.	1,024,938
Total	35,037,763

2. The non-interest-bearing debt is as follows:—

Description.	Amount.
	Dollars.
Bonds of the Consolidated Debt which do not bear interest till July, 1894	2,925,600
Claims liquidated prior to 1882, and ready to be converted into bonds	2,842,517
Bonds of the English Debt of 1851, not yet presented for conversion	234,250
Subsidy Bonds earned and ready to be issued—	
To the Monterey and Gulf Railway	711,000
To the Michoacan Railway	166,009
	877,000
Credit notes in circulation	2,952,167
Unpaid balances of former fiscal years, ready to be converted into credit notes	7,851,189
Amounts due to the lessees of various mints which bear no interest	1,836,296
Cash subventions due to various railways	1,487,853
Railway subsidies payable without interest by assignments of a proportion of the customs revenue—	
Mexican National Railway (6 per cent.)	6,119,233
Interoceanic Railway (3 per cent.)	768,791
	6,888,024
Total	27,894,896

The credit notes ("certificados de alcances"), which form an important item in the foregoing list, are exchanged for bonds at the expiration of 5 years from the date of their issue, and in the meanwhile are receivable in payment for Government lands.

The amounts due to the mints are being amortised annually by the assignment to them of the proportion of the coinage dues receivable by the Government.

For the amortisation of the cash subventions to railways, among other items of the floating debt, the sum of 900,000 dol. per annum is set aside out of the general revenue.

While this statement of the Public Debt is undoubtedly more nearly correct than anything that has ever before been published, its value, I think, will be enhanced by the addition of certain other obligations, either already due or which will fall due ere long, and which for different reasons did not figure in the Treasury return for the year 1890-91.

1. From July, 1891, to December, 1892, about 1,150,000 dol. has been added to the Interior 3 Per Cent. Consolidated Debt, and there is reason to believe that a further issue of 5,000,000 dol. or 6,000,000 dol. will be required to cover the payment of the different claims and credits at present in process of examination and liquidation.

2. The subvention due to the Mexican Southern Railway, of which no mention was made in the return, amounts to 10,368,004 dol. in silver bonds at 6 per cent. per annum, which, although earned, have not as yet been all delivered.

Debt which does not figure in the returns for 1890-91.

3. 957,000 dol. more bonds have been issued to the Monterey and Gulf Railway Company, which completes the payment of the subsidy due to them.

4. 267,000 dol. more bonds have been issued to the Chiapas Railway Company.

5. An issue of 630,000 dol. of 5 per cent. bonds has also been made for subvention to the Tampico Harbour Works, and will eventually be increased to nearly 3,000,000 dol. by the time the contract has been complied with to the satisfaction of the Government.

6. Besides the above, 540,000 dol. in 5 per cent. bonds have been issued as subvention to the railway from Tula to Pachuca; 80,000 dol. in 6 per cent. bonds for that from Pachuca to Tampico; and 349,000 dol. in 5 per cent. bonds for that from San Marcos to Nautla.

The total amount of these further obligations, brought down to December, 1892, is 14,341,004 dol. in silver bonds, earning 810,770 dol. interest per annum.

In estimating the amount required for the service of the Public Debt it is necessary to bear in mind that, although for the purposes of the Treasury returns the dollar is always calculated at its par value of 4s., in making remittances abroad for the payment of interest on the foreign debt the depreciation of silver is very severely felt in the high rate of exchange which has to be paid for sterling drafts.

Cost of the service of the debt in 1891.

In the fiscal year 1890-91 the average premium on gold drafts was estimated at 35 per cent., the value of the Mexican dollar being approximately 2s. 11½d. The cost of the service of the foreign debt is therefore set down in Mexican money as follows:—

Description.	Amount.
	Dollars.
Interest on the two loans of 1888 and 1890 at 6 per cent., estimating the dollar at par ..	4,950,000
Premium on gold at 35 per cent.	1,732,500
Messrs. Bleichroeder's commission as agents at ½ per cent.	16,706
Interest on the Tehuantepec Railway Bonds at 5 per cent.	675,000
Premium on gold at 35 per cent.	236,250
Total	7,610,456

The service of the interior debt, as given in the Treasury return for the same year, costs:—

Description.	Amount.
	Dollars.
Interest on the Consolidated Debt.	810,725
Commission of 20 per cent. to the National Bank of Mexico as agents	16,214
Interest on the other bonds of the interior debt . .	467,590
Total	1,294,529

Besides this the amortisation of the floating debt has to be taken into consideration.

Description.	Amount.
	Dollars.
Mexican National Railway Subsidy, 6 per cent. on the import duties	1,287,373
Interoceanic Railway Subsidy, 3 per cent. on the import duties	628,830
Assignment for other floating debt.	900,000
Total	2,816,203

The total service of the debt, therefore, as estimated in the last Treasury return was:—

Description.	Amount.
	Dollars.
For the foreign debt.	7,610,456
„ interior funded debt	1,294,529
„ „ floating debt	2,816,203
Total	11,721,188

This amount, compared with the excess of revenue over cost of administration for the year 1890–91, given in a former table, shows a deficit of 3,142,160 dol.

Probable cost
of the service
of the debt
in 1893.

In estimating the probable outlay required for the service of the debt in 1893 over and above the foregoing, allowance must be made for the increased premium on gold which affects the amount of interest payable on the foreign debt, for the sinking fund on the same debt which begins to run from April, 1893, and for the greater amount of interest payable on the interior debt in view of the new bonds which have been, or are about to be, issued.

1. The premium on gold, which in June, 1891, was estimated at 35 per cent., has now risen to nearly 50 per cent., the value of the Mexican dollar having fallen to about 2s. 8d., so that a further charge of approximately 843,750 dol. must be added for the service of the foreign debt.

2. In April, 1893, a sinking fund of $\frac{1}{2}$ per cent. becomes payable on the 1888 debt, and of $\frac{1}{4}$ per cent. on the debt of 1890, amounting in the aggregate to 506,250 dol. (Mexican), which must be added to the interest.

3. The interest on the 14,341,004 dol. bonds of the interior debt, which have been issued since June, 1891, amounts to 810,770 dol.

The total service of the debt in 1893 will, therefore, cost as follows:—

Description.							Amount.
							Dollars.
Foreign debt	..	..	..	..	..	..	8,960,456
Interior „	..	..	..	..	..	..	2,105,299
Floating „	..	..	..	..	..	..	2,816,203
Total	..	..	..	..	..	..	13,881,958

If, then, the revenue and cost of administration remained the same as in 1890-91, the deficit for 1893 would be 5,302,930 dol.

The Finance Minister, however, has been fully alive to the necessities of the case, and has taken steps to meet it by the imposition of certain new contributions, and by the introduction of economies in the already very low cost of the Government, which it is hoped will have the desired effect.

The new contributions imposed are as follows:—

1. An increase in the federal contribution, which, as has been already explained in another part of this report, is a percentage on some of the taxes leviable by the State Governments. This proportion, which represented hitherto 25 per cent., has now been increased to 30 per cent., and as the former produced about 3,750,000 dol. in 1890-91, the addition of an extra fifth may be safely expected to yield a proportionate increase (750,000 dol.), the more so that the State taxation, which is the basis of this contribution, is steadily increasing at the rate of nearly 1,000,000 dol. per annum.

2. Various modifications in the stamp tax (as for instance the addition of a charge on bills of exchange), which are estimated to produce 400,000 dol.

3. Tax on tobacco, estimated by the Finance Minister to produce 300,000 dol. per annum, which I think is very much below the mark.

The most important part of the new tax is the imposition of $\frac{1}{4}$ c. per packet of cigarettes, which usually number about 18 to the packet. The 300,000 dol. set down as the proceeds of the whole tax, if it were exclusively derived from cigarettes, would only represent a consumption of 120,000,000 packets per annum or half a cigarette per head of population per day.

The smoking of cigarettes, however, throughout the country is so universal, being by no means confined to the men, that the

Measures
taken by the
Government
to cover the
deficit.

New
contributions.

above estimate might be doubled or even quadrupled with very little fear of its proving exaggerated.

4. The succession duty, which has hitherto been applied exclusively to indirect successions has been extended to cover also the direct ones, and is expected now to produce nearly double what it did before, an increase of over 200,000 dol.

5. Tax on the operations of insurance companies estimated to produce 150,000 dol.

6. Tax on the manufacture of spirits, estimated to produce 250,000 dol.

7. Composition by owners of properties for clearing their titles from all possible claims against them by the Government, estimated to produce 300,000 dol.

Owing to an anomaly in the legislation of Mexico, there is no prescription of time for money due to the Government. Of late years many mortgages on properties in favour of the Church (since reverted to the Government) have come to light, some of them over 150 years old, and in order to give assurance to property owners that they shall not be molested on account of these or any similar long-forgotten transactions, a decree has been passed by which any owner on payment of a small fee proportionate to the value of the property, may get a quittance in full for all arrears of any kinds which may be due to the Government.

8. The modifications in the customs tariff, decreed on October 18, 1892, are expected to increase the revenue from this source by 800,000 dol. The most important of these modifications, from a fiscal point of view, are those affecting cotton and iron goods, cattle, and explosives.

9. The imposition of the tax of 10 dol. for every mining claim is expected to produce 200,000 dol.

The total proceeds of these new contributions is estimated to amount to 3,300,000 dol., and judging from those items which I have been able to some extent to verify, I should consider that they have been rather under than over stated.

Economies
in the
expenditure.

The economies introduced in the current expenditure are expected to amount to at least 3,202,000 dol. as compared with that of the year ended June 30, 1892, but as the detail of the Treasury return for that year has not yet been published it is impossible to attempt any analysis of them. Suffice it to say that the largest economy (1,365,000 dol.) occurs in the War Department.

As compared with the year 1890-91, however, the returns for which have furnished the basis for the calculations contained in this report, the saving will probably not much exceed 1,000,000 dol., as the expenditure in that year was considerably less than in the subsequent one.

Proposed
resumption of
control of the
mints by
Government.

All the principal mints in the country are in the hands of lessees, the Government only receiving a relatively small proportion of the coinage dues, which is applied to paying-off without interest certain advances made by them in former years.

As this debt has now been reduced to about 1,400,000 dol., and as the net profits of the coinage dues are estimated at $2\frac{1}{2}$ per cent. on a total of about 35,000,000 dol. between coined and bar silver (which pays the same) the Government proposes to pay it off, and take the mints under its own control, compensating the lessees for the rescission of their contracts. Allowing a very liberal margin for interest and sinking fund on the money required to be raised for this purpose, the revenue thus gained by the Government will amount to at least from 500,000 dol. to 600,000 dol. per annum.

The aggregate of these gains to the revenue are as follows:—

Expected results from new contributions and economies.

Description.					Amount.
					Dollars.
New contributions..	..	..	..	..	3,300,000
Retrenchment and expenditure ..	..	..	..	..	1,000,000
Revenue from mints ..	..	..	..	..	500,000
Total ..	..	..	..	..	4,800,000

Which very nearly makes good the deficit of 5,300,000 dol. which I have estimated for the year 1893.

In this connection, however, there still remain two points of material importance to be considered.

1. The National and Interoceanic Railways receive the subvention due to them from an assignment of 9 per cent. of the import duties, which in the year 1890-91 amounted to 1,916,000 dol. As the total amount of the indebtedness to these two railways is less than 5,000,000 dol. it would appear to be manifestly to the advantage of the Government to come to an arrangement for the conversion of their subventions on somewhat the same lines as those accepted by the Central and Mexican Railways in 1890, and thus save over 1,000,000 dol. per annum.

Conversion of certain railway subsidies would effect further saving.

2. In estimating the amount of the general revenue, and more especially of that derived from the customs, it must be borne in mind that the country has just suffered the loss of a considerable part of the harvest during two consecutive years, at a moment too when the depreciation, and more especially the sudden fluctuations associated with the depreciation, of silver was seriously affecting all commercial transactions. That under such circumstances the cash revenue in 1891-92 should not have fallen below that of the previous year (the exact amounts are 1890-91, 37,391,805 dol., and 1891-92, 37,474,879 dol.) is a very encouraging sign, and taken in connection with the fact that the stocks in hand have been very much reduced, owing to the unwillingness of merchants to order goods, seems to point to the probability under normal circumstances of an increase of importation, and a corresponding increase of revenue, in the current year.

Reasons for expecting increase of import duties.

Taking, then, as a basis the cash revenue from ordinary sources

for the last two years, and adding to it the proceeds of the new contributions, the receipts for 1893 should not be less than 41,200,000 dol., against an expenditure, between cost of administration and service of the debt, of 41,693,000 dol., showing a deficit of 493,000 dol.

I have already pointed out my reasons for thinking that there is at any rate a reasonable chance of this deficit being converted into a surplus, but even were it not so the Finance Minister may be congratulated on having been able, under very disadvantageous circumstances, to establish so close an equilibrium between expenditure and revenue, based not on mere hope or conjecture but on the results of actual experience.

Before leaving the subject of the debt, a short explanation of its origin is, I think, necessary in order that a correct idea may be formed of the financial prospects of the country.

The total debt in December, 1892, was approximately as follows :—

Origin of
debt.

Amount of
debt in
December,
1892.

Description.	Amount.
	Dollars.
Debt as given in the Treasury return on June 30, 1891	158,932,659
Bonds since issued, or about to be issued	14,341,004
Total	173,273,663
Less National and Interoceanic Railway subsidies paid off in 1891-92	1,916,203
Total	171,357,460

While part of this amount represents money borrowed in former times and long since spent, the remainder represents the as yet unpaid balance of the responsibilities incurred by the Government for railway subsidies, and it will be useful to learn whether this latter should be considered as a dead outlay or as an investment which is already returning, or may be expected very soon to return, a profit.

By a careful examination of the purposes to which the proceeds of the three loans raised in London between 1888 and 1890 were devoted, and by separating the bonds issued to railways from the other bonds of the Interior Debt, I find that the Railway Debt (in which is included the issue of Tehuantepec Railway bonds) amounts to 61,058,053 dol., while that which had its origin in money lent and credits and claims against the Government amounts to 115,299,287 dol.

It is to be regretted that no statement has ever been drawn up of the actual amount in cash and bonds paid by the Government for railway subsidies, but it will be sufficient for the purposes of this report to mention that in the past decade very large payments have been made under this head, and the yearly

deficits in that period which figure now in the debt as originating in general credits for money and services rendered, really owe their origin to the preference given to the payment of railway subsidies over all other obligations.

The cost of the service of the debt in 1893 separated into these two heads will be—

Description.	Amount.
	Dollars.
For debt originated in money lent, services rendered, or claims against the Government..	6,980,345
For debt arising directly from railway subsidies	6,901,612
Total	13,881,957

The reason why the annual service of the railway debt is so much higher than the other in proportion to the capital of each, is that the principal of the National and Interoceanic Railway subsidies is being amortised by the 9 per cent. of the customs revenue assigned for that purpose, and also that the general debt includes a large amount of bonds and credit notes which do not at present gain any interest.

To determine whether the subsidies paid to the railways have proved to be a paying investment, outside of the facilities for maintaining public order which they manifestly afford, involves a good deal of assumption, since the direct connection between the increase of revenue and the construction of railways is not of necessity proved by demonstrating that the growth of the one has been parallel with that of the other.

In submitting, then, the accompanying table, which shows the revenue and value of the exports for 10 years in connection with the length of railway constructed in each year, I will leave to more competent persons the task of drawing such deductions as these figures may afford, and I will confine myself to pointing out that, although there is no means of gauging its extent, the value of property has been largely increased throughout the country owing to the facility of access afforded by the railways, and that a considerable stimulus has been given to the production of various articles for export, notably so in the case of mineral products.

Have the
railway
subsidies
proved a
paying
investment.

TABLE showing the Exportation and Revenue in Connection with the Length of Railway in Operation.

Year.	Extent of Railway in Operation.		Exportation.	Cash Revenue.
	Kilometres.	Date.		
			Dollars.	Dollars.
1881-82	3,000	Sept. 1882	29,083,293	29,172,735
1882-83	4,800	" 1883	41,807,596	30,773,996
1883-84	5,846	" 1884	46,725,496	29,216,961
1884-85	5,915	April 1885	46,670,845	28,152,971
1885-86	6,018	" 1886	43,647,717	28,520,904
1886-87	6,095	" 1887	49,191,930	31,168,353
1887-88	6,800	Sept. 1888	48,885,908	33,932,227
1888-89	8,022	April 1889	60,158,423	34,374,783
1889-90	9,399	Sept. 1890	62,490,388	38,586,601
1890-91	10,100	" 1891	63,276,395	37,391,805
1891-92	10,600	" 1892	75,467,715	37,474,879

Increase of federal state and municipal revenue between 1881 and 1890.

I regret that I have found it impossible to obtain accurate returns of the State and municipal revenue collected during the whole of the above period, which would have made the foregoing table more complete. The data for the calendar years 1881 and 1882 and for 1889 and 1890, which I herewith append, will, however, give an idea of the extent of the development in these receipts which has taken place in the past 10 years, which, if taken in conjunction with that of the federal revenue, shows an increase between 1881 and 1890 of nearly 23,000,000 dol.

Calendar Years.					Revenue of the State Governments.	Revenue of the Municipalities.
					Dollars.	Dollars.
1881					8,839,955	7,064,168
1882					9,885,787	7,715,456
1889					15,324,100	12,780,267
1890					16,174,322	13,367,761

General conclusion.

In conclusion I venture to think that no one who has devoted any study to the subject can doubt that Mexico has now entered on an entirely new era of its financial history.

The consolidation of its debt has put an end forever to the ruinous and demoralising transactions in Government paper which formerly conducted more than anything else to prevent any solution of its financial difficulties.

The lavish granting of concessions, with many subventions for railways and other public works, has been happily checked in time, and although the possible future obligations of the Government on this score are still considerable, their amount is being

rapidly reduced by the lapsing of a large number of concessions for non-fulfilment of the conditions under which they were given.

Although the depreciation of silver, and more especially the sudden fluctuations in its value, has been undoubtedly prejudicial to Mexico; the fact that the monetary basis of the country is a metallic one, places it on a more solid footing than most of the other Spanish-American Republics, and ensures it against the disastrous consequences incidental to paper currency.

Moreover, the depreciation in silver has not been an unalloyed evil, as it has tended to stimulate the exportation of other than mineral products, though singularly enough at the same time the mining industry, far from showing any falling-off, has never been in so flourishing a condition as it is to-day.

The increase of the revenue has been steady, and has not shown any great fluctuation, proving that it is based on the progressive development of the resources of the country.

Finally, from a political point of view, the country is in a state of profound tranquillity, and the reorganisation of the administration is so far consolidated that there are not the same grounds now as there were formerly for believing that a change of personnel in the Government would materially alter the existing state of things.

Under these circumstances it is singular that Mexican securities should rank in the estimation of the investing public so much below those of the other principal Spanish-American Republics, the more so as Mexico can compare favourably with them in many ways.

Comparison
of Mexico
with other
Spanish-
American
Republics.

In population and area Mexico occupies respectively the second and third place, but has a density of population far superior to any of the others, showing 14.4 inhabitants to the square mile as against Uruguay, which is the second on the list, with 9.5.

In length of railway in operation Mexico comes second with 6,583 miles as against the Argentine Republic with 6,855 miles, but in length of telegraph line, including that belonging to the Government as well as to private corporations, it exceeds all the other Republics by more than 10,000 miles.

As regards its financial condition, Mexico shows less than half the indebtedness per inhabitant of any of the other Republics, while it is governed more economically and taxed lighter than any other country in the world, the taxation per inhabitant amounting to only 3 dol. 20 c. as regards the Federation, or, if the State and municipal taxation be included, to something under 6 dol.

In its commerce, however, Mexico fails to make the same showing, the aggregate of its import and export trade being only superior to that of Uruguay, while considered per inhabitant it figures the last on the list. Especially is this the case in its consumption of merchandise of British produce or manufacture, which only represents 80 c. per inhabitant.

The explanation, then, of the indifference with which Mexican securities are regarded may probably be found in the want of more

Low price of
Mexican
securities due
to her limited

commercial relations with Europe, active commercial relations with Europe, and especially with England, and in the consequent absence (relatively speaking) of the direct individual interests created by trade, which more than anything else contribute to the diffusion of a correct knowledge of the resources of a country.

Preference
formerly given
to American
trade, and
why.

On the fall of the Empire and the rupture of diplomatic relations with the principal European powers, Mexico commenced to cultivate a closer commercial connection with the United States, actuated rather by the similarity of their political institutions and by resentment against Europe than by any real international sympathies, with the result that owing partly to the proximity of the two countries the bulk of its trade has now passed into the hands of the Americans.

Subsequent events have, however, considerably modified this disposition to give a preference in trade or enterprise to their northern neighbours, and the present attitude of the Government is one of strict impartiality in all such matters.

If England, then, were to avail herself of the opportunity now afforded by the adoption of more liberal views on commercial subjects by the Mexican Government to push her trade with this country, she might still hope to regain much of the ground she has lost, while Mexico on her side would profit by the more general recognition which her praiseworthy efforts in the direction of financial reform would receive, and by the corresponding improvement in her credit abroad which would assuredly result from it.

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ON THE

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1107. Canton ..	.. 1d.	1168. The Hague ..	.. 2d.
1108. Paramaribo ..	.. 1½d.	1169. Athens ..	.. 12d.
1109. Tunis ..	.. 1½d.	1170. Galatz ..	.. 1½d.
1110. Sofia ..	.. 3d.	1171. Guayaquil ..	.. 1d.
1111. Brunei ..	.. 1½d.	1172. Riga ..	.. 2d.
1112. Athens ..	.. 2½d.	1173. Trebizond ..	.. 1d.
1113. Alexandria ..	.. 2d.	1174. Havre ..	.. 2½d.
1114. Vienna ..	.. 1d.	1175. Saigon ..	.. 3d.
1115. Stettin ..	.. 2½d.	1176. Baltimore ..	.. 1½d.
1116. Berne ..	.. 1d.	1177. Brest ..	.. 1d.
1117. Palermo ..	.. 2½d.	1178. Buenos Ayres ..	.. 3d.
1118. Tokio ..	.. 1½d.	1179. Adrianople ..	.. 3d.
1119. St. Petersburg ..	.. 3d.	1180. Algiers ..	.. 2½d.
1120. Teneriffe ..	.. 1d.	1181. Boston ..	.. 1d.
1121. Damascus ..	.. 1d.	1182. Marseilles ..	.. 1½d.
1122. Naples ..	.. 2d.	1183. Warsaw ..	.. 1d.
1123. Hakodate ..	.. 1d.	1184. Piræus ..	.. 1½d.
1124. Montevideo ..	.. 2½d.	1185. Callao ..	.. 1d.
1125. Stockholm ..	.. 1½d.	1186. Jerusalem ..	.. 3d.
1126. Dantzic ..	.. 2d.	1187. Chefoo ..	.. 1½d.
1127. The Hague ..	.. 1½d.	1188. Munich ..	.. 2d.
1128. Odessa ..	.. 1d.	1189. Resht ..	.. 1d.
1129. Berne ..	.. 1½d.	1190. Batavia ..	.. 1½d.
1130. Malaga ..	.. 3d.	1191. Batoum ..	.. 1½d.
1131. Rome ..	.. 2½d.	1192. Tainan ..	.. 1d.
1132. St. Jago de Cuba ..	.. 4½d.	1193. Amoy ..	.. 1d.
1133. Munich ..	.. 1½d.	1194. Zanzibar ..	.. 4d.
1134. Mehed ..	.. 1d.	1195. Corunna ..	.. 2d.
1135. Guayaquil ..	.. 3d.	1196. Algiers ..	.. 15½d.
1136. Rio de Janeiro ..	.. 4½d.	1197. Pakhoi ..	.. 1d.
1137. Tonga ..	.. 1d.	1198. Nice ..	.. 1½d.
1138. Copenhagen ..	.. 1d.	1199. Kiungchow ..	.. 1½d.
1139. Tangier ..	.. 1½d.	1200. Aleppo ..	.. 1d.
1140. Buenos Ayres ..	.. 2½d.	1201. Stettin ..	.. 4½d.
1141. Para ..	.. 1d.	1202. Swatow ..	.. 1d.
1142. Baghdad and Bussorah ..	.. 1½d.	1203. Charleston ..	.. 2½d.
1143. Christania ..	.. 5½d.	1204. Syra ..	.. 1d.
1144. Old Calabar ..	.. 2d.	1205. New Orleans ..	.. 2½d.
1145. Trieste ..	.. 1½d.	1206. Suakin ..	.. 1½d.
1146. Quito ..	.. 1d.	1207. Caracas ..	.. 1d.
1147. Buenos Ayres ..	.. 6d.	1208. Somali Coast ..	.. 1d.
1148. Bogotá ..	.. 1d.	1209. Nantes ..	.. 1d.
1149. The Hague ..	.. 2d.	1210. Tahiti ..	.. 2d.
1150. Mexico ..	.. 2½d.	1211. Ichang ..	.. 3½d.
1151. Florence ..	.. 2d.	1212. Wenchow ..	.. 1d.
1152. Calas ..	.. 1d.	1213. Havana ..	.. 2d.
1153. Lorenzo Marques ..	.. 1½d.	1214. Cagliari ..	.. 1d.
1154. Patras ..	.. 1d.	1215. Old Calabar ..	.. 3d.
1155. Taganrog ..	.. 1d.	1216. Foochow ..	.. 1d.
1156. Stockholm ..	.. 1d.	1217. Wuhu ..	.. 1d.

No. 1218.

Reference to previous Report, Annual Series No. 786.

MEXICO.

VERA CRUZ.

Consul Chapman to the Earl of Rosebery.

My Lord, *Vera Cruz, April 8, 1893.*
I HAVE the honour to forward herewith to your Lordship a
Report on the Trade of Vera Cruz for the Years 1890-92.
I have, &c.
(Signed) ARTHUR CHAPMAN.

Report on the Trade and Commerce of Vera Cruz for the Years 1890-92.

ABSTRACT of Contents.

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During the year 1890 trade was brisk and on the increase, Exchange. and exchange on London rising from $37\frac{1}{2}$ pence to the dollar at 60 days' usance, touched 45 pence. In the early part of 1891 exchange commenced to fall from $38\frac{1}{2}$ until it reached 36 pence, the fall steadily continuing in 1892 to $31\frac{3}{4}$ pence. The exchange on London on December 31 of that year was $31\frac{3}{8}$ pence.

The average exchange for the three years is given below :—

(1535)

Year.				On London at 60 Days' Usance.	On New York Sight Drafts.
				Pence to the Dollar.	Per Cent. Premium.
1890	..	..	..	39½	25½
1891	..	..	..	37½	31½
1892	..	..	..	33½	47½

Silver crisis.

A crisis was inevitable on the decline in the value of silver, an article representing so great a proportion of the produce of Mexico, especially as the excess of imports over exports has to be met by remittances. In addition to this, the country was unfortunate in the failure of the crops in the interior in 1892. The outlook became serious, orders were withheld and strict economy practised. Attention was drawn to the many undeveloped resources of the country, and agriculture has since received an impetus which bids fair to increase the importance of Mexico in the future as a producing country.

Home manufactures.

The artificial growth of factories and home-made cottons, due to excessive duties, which exclude such goods of foreign origin from fair competition, and Government concessions in the form of exemption from taxation has been further fostered by the fall in silver.

If the capital sunk and the labour employed in this industry had been expended on the development of agricultural resources, which represent gold values, Mexico would not to-day present the anomaly of a country capable of supplying foreign markets with raw material, importing such produce in order to manufacture goods at a greater cost than that for which the same articles could be imported.

Up to the present, the Mexican mills have confined themselves to the manufacture of plain white and bleached goods of not more than 30 threads, of a quality capable of competing with the foreign article, and under the shadow of the protection above referred to have brought to a standstill importations of this class of goods, which formally represented the bulk of foreign cottons consumed in the Republic, and a considerable proportion of the customs receipts.

New cotton mills.

Superior classes of cottons and cotton prints are now also threatened by the opening in 1892 of the Rio Blanco Mills at Orizaba. This large factory contains 35,000 spindles, 900 looms, and 6 printing machines, and under present conditions, it is asserted, will be able to compete favourably with foreign factories.

Decline in British cottons.

Impediments to fair competition cause a loss to the consumer, and, in the present instance, have dealt a serious blow to Mexican importations of British cottons.

From 1880 to 1885 the proportion of cotton goods consumed in the Republic may be roughly calculated as follows:—

Country.	Per Cent.
From England	75
France	10
United States	15

Since then these proportions have changed, showing a serious falling off in British cottons, and in 1892 the proportions may be roughly taken as:—

Country.	Per Cent.	
	From—	To—
From England	15	20
France	10	10
United States	25	30
Home manufactures	50	40

The increase from the United States is chiefly due to inferior Indian muslins, which meet the demand.

Cottons obtained a relief from changes in the tariff which came into force in October, 1892. Customs duties.

The duties levied on cottons during the last three years were as follows:

Description.	Per Square Metre.			
	From 1890, 1891, to September, 1892.		From October, 1892.	
	Cents.	d.	Cents.	d.
Cotton cloth, bleached or unbleached, plain weave, not exceeding 30 threads in a square of half a centimetre per side..	9	3	7	2 $\frac{3}{8}$
Cotton cloth, bleached or unbleached, plain weave, exceeding 30 threads	11	3 $\frac{3}{8}$	10	3 $\frac{2}{8}$
Prints not exceeding 30 threads..	12	4 $\frac{1}{10}$	10	3 $\frac{5}{8}$
Prints exceeding 30 threads ..	15	5 $\frac{1}{10}$	15	5 $\frac{1}{10}$

The decrease in the customs receipts, however, is likely before long to draw further attention to the tariff, and it is to be hoped that means will be devised to enable foreign goods to compete with home manufactures on a more equitable footing.

From the lack of statistics, it is impossible to give more than an approximate idea of the state of the coal trade, but there are Coal trade.
(1535) A 3

indications that British coal is more and more giving place to American, the proximity of the market and the means of transport by rail being greatly to the advantage of the latter. The United States can supply coal from Pennsylvania cheaper and of nearly as good quality as can be obtained from England.

Without taking into account the Pacific coast, it may, perhaps, be not far from the mark to state that the United States supplies annually some 100,000 tons to Mexico, as against some 50,000 tons from England. And unless British merchants are disposed to use greater efforts in this branch, they will not be able to stand against the competition of their more energetic rivals.

Imports, 1890. The annexed Table A gives the principal articles imported into Vera Cruz, the countries from whence they come and their values and amounts, during the year 1890.

Incorrect values. It is unfortunate for matters of comparison that these values are so frequently incorrect—that they cannot be relied on, being inserted in the invoices as a basis for the payment of commissions. The quantities however are correct, and give an increase of 21,336 tons imported during 1890 over 1889 as shown by annexed Table B.

Increase.

The complicated nature of the tariff raises a difficulty in the division of the different articles imported under their proper headings for comparison, and as the greater portion of cotton, linen, and woollen goods, are recorded in the customs by the square metre this difficulty is increased.

It is, however, apparent from Table B that there was a considerable increase in machinery, whilst there was a falling off in silks, provisions, glass, and stoneware, railway material, and paper.

Raw material. Of raw materials imported, cotton and crude petroleum from the United States are the only items in 1890.

Origins. Of the total amount of tons imported through Vera Cruz in 1890: 51 $\frac{3}{4}$ per cent. came from England; 24 $\frac{3}{4}$ per cent. from the United States; 8 $\frac{1}{4}$ per cent from France; 6 $\frac{1}{4}$ per cent. from Germany; 4 $\frac{3}{8}$ per cent. from Spain; 3 $\frac{5}{8}$ per cent. from Belgium; and $\frac{3}{4}$ per cent. from other countries.

Cottons, linens, and woollens. This is exclusive of those cotton, linen, and woollen goods, of which the quantities are given by the square metre and number of bobbins—the percentage of which, corresponding to England, being: in cotton yarns, 90 per cent.; cotton cloth, 79 per cent.; linens, 67 per cent.; and woollens, 32 $\frac{1}{4}$ per cent. The remainder of the cotton yarn came from Germany and Belgium, and a small percentage from the United States. In cotton cloth France came next to England, showing 9 $\frac{1}{2}$ per cent., and 14 $\frac{5}{8}$ per cent. in linens, whilst she held the lead in woollens with 46 per cent. The United States showed 5 $\frac{1}{4}$ per cent. in cottons and a very small percentage in linens and woollens; Germany, 3 $\frac{1}{4}$ per cent. in cottons, 10 $\frac{1}{8}$ per cent. in linens, and 17 $\frac{1}{4}$ per cent. in woollens. A very small percentage in these three articles came from other countries—Belgium

showing however 6½ per cent. in linens and 2½ per cent. in woollens.

In 1890 England supplied over 83 per cent. of the coal im- Coal
imported through Vera Cruz, the remainder coming from the
United States. According to the number of tons imported she
still held the lead in hardware with over 39 per cent.; the Hardware.
United States supplying 16 per cent.; Germany, 16 per cent.;
Belgium, 15 per cent.; and France, some 11 per cent.

Seventy-five per cent. of the railway material came from Railway
England, 15 per cent. from Germany, 8 per cent. from material.
Belgium, and a small percentage from France and the United
States.

Of machinery, England supplied 64 per cent., the United Machinery.
States 23 per cent, and Germany 7 per cent. The supply of Agricultural
agricultural implements was nearly evenly divided between
England and the United States, whilst over 73 per cent. of the Jute bagging.
jute bagging came from England.

Provisions were imported principally from the United
States and Spain; silks from France; glass and stoneware
from Germany, France, Belgium, and the United States;
wines and spirits from Spain and France; paper from Spain,
Germany, France, and the United States; drugs from the
United States, France, and England; quicksilver from Spain;
and lumber and building material from United States, France,
England, and Belgium.

Being unable to obtain the returns of importations for Imports,
1891 and 1892 from the customs-house, reference must be 1891-92.
had to the customs receipts in order to give a comparison
for the last three years :

CUSTOMS Receipts at Vera Cruz for the Years 1890-92.

Year.						Amount.	Customs receipts.
						£	
1890..	..	..	..	..	..	2,194,245	
1891..	..	..	..	..	..	2,147,631	
1892..	..	..	..	..	..	1,497,118	

NOTE.—Converted into sterling at 7 dol. to the £.

Besides import duties, these amounts comprise export
duties on timber, fines, outstanding accounts, port dues, &c.

These receipts show a falling off of some 46,614£. in 1891 Decrease.
as compared with 1890, and of 650,513£. in 1892 as compared
with 1891—a decrease of 697,127£. in the three years.

It should however be taken into consideration, that the
tariff which came into force in November, 1891, reduced the
duties by some 10 per cent.

The estimated loss to the customs receipts through the increase
of home manufactures in cotton goods alone may be roughly
stated at some 200,000£.

There has also been a divergence of freight from Vera Cruz through the development of the railway system with the United States, and the opening of railway communication to the interior from Tampico and the improvement of that port.

Raw cotton. The amount of raw cotton from the United States by rail to Mexico is heavy. Some 4,000 to 16,000 bales a month are introduced by sea through Vera Cruz.

Maize. Great quantities of maize were imported free of duty in September and December, 1892, in consequence of the failure of crops.

In other articles there was but a slight difference in the importations during 1890 and 1891, whilst in 1892 there was a decided decrease; and taking into consideration the high duties imposed by the tariff, combined with the fall in silver, the cause is not far to seek.

British cottons. As already stated, British cottons are further threatened by an increase in Mexican mills. Jute bagging will also be influenced by this cause. A factory for the manufacture of jute bagging is in course of construction at Orizaba on the main line of the Mexican Railroad Company.

Exports. The fall in silver has had a stimulating effect on exports, and had it not been for the disastrous droughts in the interior and an inferior coffee crop, 1892 would have shown an increase over 1891.

The annexed Tables C, D, and E give the principal articles exported from Vera Cruz, their destinations, values, and quantities for the last three years.

Increase. The year 1890 shows but a slight increase over 1889 in tons; the increase of 234,620*l.* value being accounted for by the greater exports in bullion and coined money.

1891 shows an increase of 12,052 tons, 415,719*l.* value, as compared with 1890.

1892 shows a fall from the previous year of 7,384 tons, 258,500*l.* value. This last year shows an increase over 1889 of 4,744 tons, 391,839*l.* value.

Coffee. Exports in coffee decreased in 1890 by 3,301 tons, and 205,077*l.* value. In 1891 shipments were heavy and show an increase over 1890 of 5,376 tons, and 255,844*l.* value, but again 1892 showed a decrease as compared with the previous year of 5,463 tons, and 185,301*l.* value.

In comparing the values of coffee exports, it should be noted that the prices at place of production were in 1889 from 7*d.* to 8½*d.* per lb.; in 1890 and 1891 from 7½*d.* to 8½*d.* per lb.; and in 1892 from 7½*d.* to 8½*d.* per lb. Quotations from January to April, 1893, at place of production are from 8½*d.* to 10½*d.* per lb.

The crop of January, 1891, was especially good; that of 1892 representing only about 40 per cent. of the previous crop, and the present crop for 1893 is barely 50 or 60 per cent. of what it ought to be.

About one half of the total production is exported, the bulk

of which goes to the United States. A steady increase in the exportation of coffee is to be looked for in the future, for the high prices commanded by this article and the fall in silver has obtained for it special attention, and has stimulated landowners to extensive planting.

Manufactured tobacco shows a decrease in the yearly Tobacco. amount exported since 1889, though the value shipped in 1892 exceeded that shipped in 1889 by some 5,000*l*.

On the other hand, raw tobacco shows a steady increase; in 1892, 771 tons and 95,760*l*. value was exported in excess of 1889.

Manufactured tobacco is shipped to England, while the raw material goes to Germany.

The tobacco crops for 1889 and 1890 were small, and that for 1891 of a fair average, whilst in 1892 the crop was extremely good. It is estimated that the State of Vera Cruz produces some 3,125 tons as a fair crop, but in 1892 this amount was considerably exceeded.

The average price for good quality raw tobacco was in 1889, 1890 and 1891 about 142*l*. 17*s*. 1*d*. per ton, but in 1892 reached as high as 164*l*. 5*s*. 9*d*. per ton. This rise in price is chiefly attributable to competition amongst purchasers from other parts of the country.

About 50 per cent. of the raw tobacco produced is exported, the balance being used in the manufactories. Of the total amount manufactured some 27 per cent. is exported.

San Andrés Tuxtla and Valle Nacional are the principal centres in this State where tobacco is cultivated; and whilst San Andrés Tuxtla produces the greater amount, Valle Nacional gives the best quality tobacco in the Republic.

There are four tobacco factories in the town of Vera Cruz.

The cultivation of tobacco is on the increase, and much is expected of this product in the future, from a better knowledge in Europe of its quality.

The export of beans, which supply the Cuba market, Beans. increased in 1891 by some 1,754 tons and 34,680*l*. value as compared with 1890; but, owing to the failure of crops in 1892, there was a falling off in that year of some 2,646 tons and 37,247*l*. value as compared with 1891.

Dyewoods have steadily decreased; and, though the amount Woods. exported in 1891 of mahogany increased, the value showed a considerable decrease, whilst in the following year a less amount was exported at a higher value.

The bulk of the dyewood is exported to the United States, France also receiving a considerable amount. The United States also takes the greater portion of mahogany. The exports of these articles to England and France have fallen off, in fact they have, to a great extent, been diverted from the port of Vera Cruz and are now chiefly shipped direct from other parts of the coast.

Broom root shows a steady increase and is shipped to Broom root, France and Germany.

Hides.	Hides show a decrease since 1889, with a tendency to rise in 1892; the bulk goes to the United States.
Jalap.	The export of jalap to the United States has increased during the last three years.
Chicle.	Whilst chicle, a gum that has of recent years come into notice, doubled in 1891, but decreased in the following year; this article goes to the United States.
Rubber.	Rubber exports to the United States have fallen off.
Marble.	Marble fell by some 1,211 tons and 7,595 <i>l.</i> value in 1891, but again rose in 1892 to equal the amount exported in 1890 and an excess in value of 38,459 <i>l.</i> over 1891. This article is shipped to the United States.
Vanilla.	Vanilla to the United States has more than doubled since 1890.
Mineral ores.	The export of mineral ores increased by 44,812 <i>l.</i> in 1890; by 53,347 <i>l.</i> in 1891; and by 77,065 <i>l.</i> in 1892. Of these ores some 57 per cent. were shipped to Germany in 1892; 17 per cent. to England; 17 per cent. to the United States; and 6 per cent. to France.
Precious metals.	Precious metals exported in 1889 valued 1,568,335 <i>l.</i> at 7 dol. to the <i>l.</i> This item consists of about 90 per cent. of Mexican silver dollars, the remaining 10 per cent. consisting of gold and silver bullion and gold coin. Precious metals showed an increase in 1890 over 1889 of 403,431 <i>l.</i> ; and in 1891 a small decrease; whilst the exports in 1892 were 209,517 <i>l.</i> less than in 1891, attributable to the decline in the value of silver. In 1892, 67 per cent. of the precious metals was shipped to England, 19 per cent. to France, and 14 per cent. to the United States.
Destinations.	The percentage of the values of the total exports, corresponding to the different countries, during the last three years, is as follows:—

Country.	Percentage.		
	1890.	1891.	1892.
England.. .. .	48½	34½	40½
United States	28½	40½	33½
France	17½	15½	13
Germany	4½	7	9½
Spain	7½	1½	1½
Other countries.. .. .	3½	8	1½

This percentage includes bullion and coined money. Of the number of tons exported only about 10 per cent. is shipped to England, whilst the United States receives over 50 per cent.

Shipping and navigation.	The annexed Tables F, G, and H give the shipping returns for the last three years.
Increase.	It will be seen by these that sailing vessels are steadily

giving place to steam, and that the total tonnage entering Vera Cruz in 1890 increased 32 per cent., but fell in 1891 by some 6 per cent. as compared with the preceding year, and in 1892 there was still a slight falling off.

TABLE showing the Percentage of the Tonnage Entering Vera Tonnage.
Cruz corresponding to each Nationality during the Years
1889-92.

Nationality.	Percentage.			
	1889.	1890.	1891.	1892.
British	18 $\frac{7}{8}$	20	19 $\frac{3}{8}$	25 $\frac{1}{2}$
French	12 $\frac{1}{2}$	12 $\frac{1}{8}$	11 $\frac{1}{2}$	11 $\frac{3}{8}$
German	5 $\frac{3}{8}$	7 $\frac{1}{4}$	9 $\frac{1}{8}$	5 $\frac{3}{8}$
Spanish	25 $\frac{1}{8}$	27 $\frac{1}{8}$	22 $\frac{3}{8}$	17 $\frac{1}{4}$
United States ..	24 $\frac{1}{4}$	21	25 $\frac{1}{2}$	25 $\frac{3}{8}$
Other countries ..	1 $\frac{1}{2}$	1 $\frac{7}{8}$	1 $\frac{1}{2}$	$\frac{5}{8}$
Mexican coasting ..	12	10 $\frac{3}{8}$	9 $\frac{3}{8}$	14 $\frac{1}{2}$

British tonnage shows a steady increase, whilst, with the exception of a decline in Spanish tonnage, that of other foreign nationalities has remained more or less stationary. The tonnage under the Mexican flag, or coasting trade, has increased on the whole.

The number of British steamers rose from 64 in 1889 to 94 in 1892, an increase due to the development of an extensive carrying trade in British bottoms of coal and cotton from the United States. Large shipments of maize from the United States has also influenced British tonnage.

An increase in the coasting trade caused the number of Mexican steamers to rise from 123 in 1889 to 173 in 1892.

Vera Cruz is visited monthly by the vessels of six steam-ship companies, four of which are regular passenger lines and connect this port with Europe, the United States, and Cuba, by some twelve steamers a month. These lines are:—the West Indian and Pacific Steamship Company, the Harrison Line, the French Transatlantic Company, the Spanish Transatlantic Company, the New York and Cuba Mail Steamship Company, and the Hamburg American Steam Packet Company.

Besides these there is a freight service in British vessels by the Blue Star Line from Cardiff; the Prince Line from New York, and the carrying trade from Mobile to Vera Cruz of the New York, Mobile, and Mexican line.

In addition British vessels are chartered by American companies to carry coal to Vera Cruz, and there are other freight services in prospect with Europe and the United States.

Some ten coasting steamers a month connect Vera Cruz with the Mexican Gulf ports.

Port charges. Sea freights have run very low, and on the coast have fallen some 25 per cent. since 1889.

Vessels visiting Vera Cruz are subject to the following charges:—

Description.	Amount.	
	Currency.	Sterling.
	Dollars.	£
Lighthouse dues—		
Sailing vessels	50	7
Steamers	200	28

Vessels under contract with the Government to carry mails have obtained exemption from these dues:—

Description.	Amount per Registered Ton.	
	Currency.	Sterling.
	Dollars.	s. d.
Tonnage dues—		
Sailing vessels	1.50	4 3

Sailing vessels laden with coal or in ballast are exempt.

All steamers are exempt from these dues.

Pilotage: 1.75 dol. = 6s. per Spanish foot—besides boat hire.

Buoy hire: buoys are private property, and owners charge 8 dol. = 1*l.* 2*s.* 10*d.* a day. This includes fore and aft buoys.

Description.	Amount.	
	Currency.	Sterling.
	Dollars.	s. d.
Bill of health—		
Compulsory	4	11 6
Captain of the port's fees	3.50	10 0

In case of quarantine steamships under contract with the Government pay 200 dol., say 28*l.* All other vessels, whilst in quarantine, 8 c. = 2½*d.* per ton per day.

Charges for fumigation are in addition and come to from 50 dol. to 100 dol.—say from 7*l.* to 14*l.*

Public works. The port works of Vera Cruz though progressing but slowly
Port works. have already added to the safety of the port.

The outside casing below water of the sea-wall which is to close the north passage now connects the main land with the Island of San Juan de Ulna and shows above water.

Even at its present stage, protection is afforded to shipping from the heavy swells that formerly swept unimpeded into the harbour during the northerly gales that so frequently visit this port in the winter months.

This breakwater is to consist of outer and inner casings or walls built of concrete blocks, the intervening space being filled in, thus forming a solid wall of some 30 metres broad, and capable of being used as a wharf or quay.

It is also proposed to build wharves on the reefs in shore, and parallel with the land; and again, to break the extent of the surface of the bay by jetties, and thereby to guard against any sea in the harbour.

A floating dock, under the lee of the Island of San Juan de Ulna, is also a part of the scheme, and the island, now used as a prison, will no doubt eventually be converted to commercial purposes.

The sea-wall, by impeding the currents, has affected the depth of the harbour through the silting up of sand, a consequence not unforeseen and which has caused considerable inconvenience to the owners of jetties and in the discharge of cargo. Yet this drawback has not been so serious as was predicted, and is to be remedied by constant dredging. For this purpose a hopper-dredge and sand-pump of 202 registered tons is now in the bay, and will be supplemented by another.

The extension of customs and warehouse room is also contemplated, which will remedy the present objectionable practice of depositing goods, awaiting despatch, in the public square, exposed to the inclemency of the weather and the risk of robbery. Customs-house.

At present Vera Cruz is supplied with two lighthouses, one Lighthouses. on the mainland, with a radius of 15 miles, and one on the Island of San Juan de Ulna, with a radius of 14 miles.

These lights are insufficient to guard against the dangers of navigation on approaching Vera Cruz, and, since the closing of the north passage, give no security for the entrance of vessels.

A scheme is now in course of being carried out for the more effective lighting of this port, whereby all the reefs that endanger the approach will be brought within the radius of a light, and in future the entrance of vessels at night will be practicable. The splendid anchorage under the lee of the Island of Sacrificios, the quarantine station, will also be attainable at night and in heavy weather as a port of refuge.

A lighthouse on Medio Island is in course of construction, and several of the lanterns ordered from France are already over due.

This work is in connection with a scheme for the effective lighting of this dangerous coast.

It may not be out of place to mention here that, owing Dangerous navigation.

to the strong and treacherously variable currents, the numerous reefs, and absence of adequate lighting, the approach and entrance to Vera Cruz is at present most dangerous, and masters of vessels thoroughly acquainted with this port do not attempt to enter at night. In fact, no object is at present gained by entering after sundown.

Railroads.
Mexican line.

The Mexican Railroad Company's main line to Mexico, including their tramline from Vera Cruz to Jalapa, carried some 128,000 tons from this port in 1890; about 121,000 tons in 1891; and some 50,000 tons during the first six months of 1892.

Interoceanic
line.

But in order to obtain the amount of tonnage carried from Vera Cruz, it would be necessary to add the amount carried by the Interoceanic Railroad Company viâ Jalapa to Mexico. This line opened connection between Vera Cruz and Jalapa in 1891, and, though unfortunate at the outset, has since diverted freight to a considerable amount from the older established line. It is to be regretted that the statistics of this Company are not to be obtained in Vera Cruz.

Tram line to
Jalapa.

The tramline between Vera Cruz and Jalapa, worked by mules, cannot live in competition with the Interoceanic Railroad, and is only kept open on a reduced service under arrangements with the Government.

Freights.

Competition has reduced railway freights from Vera Cruz about one-third.

Line to
Alvarado.

In addition to these lines Vera Cruz is connected by rail with the small port of Alvarado. This road, which at present is partly a tramline drawn by mules, carried but little freight, and is only of importance in so far as it will serve in the future for the establishment of proper railroad communication between Vera Cruz and the River Papaloapan, which flows through some of the most fertile lands of the Republic, and is destined before long to become an important outlet for coffee, tobacco, and other products.

General Remarks.

Port and town
of Vera Cruz.

Vera Cruz is the principal port of Mexico, and collects over 50 per cent. of the customs receipts of the Republic.

Industries.

The town consists of some 29,000 inhabitants, and the principal industries are the manufactures of cigars, soap, matches, and corks, and the refining of petroleum from the United States.

Banks.

Two of the leading banks in Mexico are represented in Vera Cruz :—

Banks	Authorised Capital.	Paid-up Capital.	Reserve.
	Dollars.	Dollars.	Dollars.
The Banco de Londres y Mexico	5,000,000	3,000,000	1,000,000
The Banco Nacional de Mexico	20,000,000	8,000,000	..

The Mexican Telegraph Company connects Vera Cruz by Telegraph. cable viâ Tampico with Galveston. The same Company also connects by cable with Coatzacoalcas, from whence a separate cable runs to Galveston, forming a loop. Coatzacoalcas connects with the Pacific at Salina Cruz, over the Isthmus of Tehuantepec.

Local trade has been revolutionised by the railroads, and Local trade.
goods which formerly were stored and sold in Santa Cruz have
gradually sought other centres, and now arrive on through
freights.

There are no British commercial houses in Vera Cruz, and the principal firms have turned their attention more and more to commission business, which again shows a tendency to decrease, owing to a growing desire on the part of purchasers to obtain their goods direct from foreign markets consigned to the railroad companies.

The death rates for the last three years in Vera Cruz Health. Were :—

Year.						Rate per Thousand.
1890	..	..	..	..	..	45.35
1891	..	..	..	..	..	46.76
1892	..	..	..	..	..	50.90

But it must be taken into consideration that Vera Cruz contains three large hospitals, to which the people from the neighbouring country and villages come in case of illness, and are said to raise the death rate considerably.

Yellow fever is indigenous to Vera Cruz, but generally of a sporadic character; the death rate from this illness during the last three years was:—

Year.						Rate per Thousand.
1880	..	..	..	..	..	1.37
1891	..	..	..	..	..	6.17
1892	..	..	..	..	..	8.93

The most fatal illnesses are the much dreaded pernicious fever and other forms of malarial fevers.

The most unhealthy months are June, July, August, and September.

Owners of vessels should take into consideration on signing charter parties that the means at the disposal of vessels discharging at Vera Cruz are limited, and that not more than eight or nine working hours can be counted on per day; for the custom-house accommodation for the reception and handling of goods being cramped and insufficient, the authorities are obliged to limit the time of discharging in order to

prevent a block. Charter parties should always enumerate the number of tons to be delivered per day. It is considered practicable at Vera Cruz to discharge 200 tons of lime in bags, and from 175 tons to 200 tons of coal per day.

Northers are of so frequent occurrence during the winter that there is great objection to "running days." An arbitration clause should always be inserted in the charter party for use in case of dispute, for there are many difficulties in the way of recovering demurrage at this port.

There are no proper means of weighing cargo on board in this harbour, and it is customary to weigh coal at the railway companies' wharves. There is, however, a considerable waste of coal in transit from the ship, owing to the lighters employed being unsuitable for such cargo.

Claims for
short delivery
of cargo.

Vessels with general merchandise, not responsible according to charter party for cargo after delivery over the side, have frequently been called on to pay for short delivery, having no receipts for the cargo delivered. These claims are generally small, and could be guarded against by the employment of a check clerk, duly authorised by the consignee to sign receipts on board.

British trade.

The knowledge that British goods have suffered through the competition of the United States, which has the advantage of a more accessible market, should rouse British merchants to take steps for the better protection of their interests in this Republic. It would be to their advantage to send competent agents of their own nationality, with a knowledge of Spanish, to study a means of reinvigorating their trade.

Table A.—RETURN of Imports to Vera Cruz during the Year 1890.

Articles.	England.		United States.		Germany.		France.	
	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £	Quantity.	Value. £
Cotton goods ..	2,018	191,323	8	781	85	7,328	160	15,237
" yarn ..	8,676	34,233	16	150	9	569	12	1,168
" bobbins ..	4,793,249	21,541	71,400	113	270,848	502		
Raw cotton ..	20,371,400	80,272	1,366,458	22,821	638,401	29,388	2,472,745	54,287
Linens ..	..	..	602	19,893	..	..	..	..
" ..	84	7,604	2	283	83	1,074	18	2,754
" Sq metres	1,067,562	27,002	19,470	100	161,346	3,194	238,628	9,467
Woolens ..	84	17,034	2	450	77	14,649	180	61,137
" ..	119,287	24,972	3,153	1,671	64,485	22,922	170,937	39,114
Silks..	10	9,146	Fraction	438	6	16,296	67	66,080
Provisions ..	211	4,470	2,155	26,249	226	5,763	551	19,436
Glass and stoneware	23	843	134	2,910	640	11,070	421	7,176
Coal ..	34,563	16,289	7,052	4,529	..	..	..	..
Spirits ..	75	8,451	306	9,193	266	9,019	2,079	93,970
Hardware ..	2,454	35,415	1,056	22,103	1,004	27,546	725	18,347
Railway material	24,331	114,628	243	11,147	4,900	21,410	373	4,020
Machinery ..	10,615	114,337	8,927	10,551	1,211	13,822	414	22,427
Paper ..	77	4,445	245	9,785	853	8,214	348	16,341
Drugs ..	1,840	23,003	1,516	7,928	643	19,707	1,004	35,509
Quicksilver ..	71	11,353	6	1,758	10	2,116	68	9,881
Building materials ..	1,865	8,997	4,137	7,226	62	787	6,104	5,829
Agricultural implements	294	5,855	291	7,396	46	1,268	16	1,143
Jute bags ..	733	14,421	137	4,261	10	121	48	551
Crude petroleum ..	..	..	11,347	36,480	..	..	..	..
Miscellaneous ..	1,314	31,095	7,756	111,231	740	77,249	1,738	132,967
Total tons ..	84,638	796,679	41,038	825,247	10,327	298,009	14,317	619,846

VERA CRUZ.

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(1535)

B

RETURN of Imports to Vera Cruz during the Year 1890—continued.

Articles.	Spain.		Belgium.		Austria.		Other Countries.		Partial Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£		£		£
Cotton goods ..	4	344	1	89	4	322	19	1,717	2,299	217,086
" yarn ..	..	..	..	..	..	..	..	..	3,718	86,120
" bobbins ..	..	..	222,432	714	..	..	..	..	5,357,929	22,870
" ..	253,319	3,178	52,147	1,187	593,641	8,634	184,523	5,530	25,992,639	205,297
Raw cotton ..	..	..	..	..	..	..	..	..	602	19,693
Linens ..	..	..	..	..	..	..	..	..	145	11,949
" ..	..	..	..	150	..	34	..	..	..	..
" Sq. metres ..	9,916	728	29,773	2,649	683	169	438	23	1,592,816	43,330
Woollens..	..	..	7	2,890	..	..	2	729	358	96,389
" ..	..	..	9,031	2,144	1,018	368	..	..	371,384	93,071
" Sq. metres ..	3,423	1,880	..	..	..	..	6	6,438	89	99,253
Silks ..	Fraction	855	..	..	..	..	781	84,808	5,197	185,186
Provisions ..	1,267	44,218	..	1,211	6	242	17	1,384	1,581	24,947
Glass and stoneware ..	26	144	262	..	8	199	..	..	41,915	20,768
Coal ..	..	..	..	..	..	..	..	..	..	..
" ..	4,296	114,489	36	1,009	24	826	150	7,408	7,232	242,365
Spirits ..	12	103	977	2,888	18	512	18	1,076	6,264	107,990
Hardware ..	..	..	2,692	14,590	..	..	..	..	32,539	165,735
Railway material ..	..	..	203	6,636	..	..	..	..	16,426	176,118
" ..	1	61	..	..	29	1,176	28	2,008	1,553	69,317
" ..	414	28,570	16	924	11	329	89	1,259	5,260	93,147
Paper ..	20	2,194	73	1,624	3	111	155	3,071	619	96,338
Drugs ..	473	70,569	..	..	..	..	1	661	12,766	18,786
Quicksilver ..	..	..	598	947	..	..	..	..	654	15,889
Building materials ..	..	..	..	..	..	..	..	..	1,002	20,314
Agricultural implements ..	7	222	..	..	..	..	..	..	11,347	86,480
Jute bags ..	..	..	..	..	..	..	24	960	13,585	415,085
Crude petroleum ..	..	..	..	..	..	..	..	..	..	..
Miscellaneous ..	246	34,950	1,438	6,366	..	..	312	18,724	..	..
Total tons ..	6,766	302,503	6,307	45,518	151	15,425	1,603	85,856	163,146	2,484,083

NOTE.—Exchange calculated at 7 dol. to the L.

Table B.—RETURN of Principal Articles of Import to Vera Cruz during the Years 1890–89.

Articles.		Quantity.	
		1890.	1889.
Cotton goods	Tons	6,012*	8,680
" yarn	"		
" bobbins	Number	5,857,929	..
" cloth	Square metres	25,992,639	..
Raw cotton (United States) ..	Tons	602	..
Linens	"	145	529
"	Square metres	1,592,816	..
Woollens	Tons	358	812
"	Square metres	371,284	..
Silks	Tons	89	119
Provisions	"	5,197	8,796
Glass and stoneware	"	1,581	2,312
Hardware	"	6,264	6,415
Railway material	"	32,539	44,940
Machinery	"	16,426	6,982
Paper	"	1,553	2,173
Drugs	"	5,260	2,815
Coal	"	41,915	42,608
Quicksilver	"	619	610
Wines, beers, and spirits	"	7,282	..
Building materials	"	12,766	..
Agricultural implements	"	654	..
Jute bags	"	1,002	..
Crude petroleum (United States)	"	11,847	..
Miscellaneous	"	13,585	16,019
Total tons		165,146	143,810

* Divided as follows: Cotton goods, 2,299 tons; yarn, 3,713 tons.

Annex C.—RETURN of the Principal Articles of Export from Vera Cruz during the Year 1890.

Articles.	England.		Germany.		France.		United States.		Spain.		Other Countries.		Partial Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugar ...	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$
Coffee ...	52	3,017	100	7,087	176	15,079	8,101	538,570	5	121	...	...	8,457	3,138
Tobacco, manufactured	...	...	19	4,065	12	3,268	18	4,848	20	1,490	...	...	8,402	582,692
" raw	284	66,051	158	16,778	8	1,922	38	11,569	...	...	5	326	355	78,553
Beans ...	125	2,859	1	14	42	693	653	5,499	...	...	210	15,737	601	58,297
Dyewoods ...	...	...	344	651	1,653	3,684	1,185	2,851	2,001	23,369	...	...	2,822	32,434
Cedar and mahogany	1,071	15,348	...	...	1,168	819	101	491	...	...	...	...	3,775	8,909
Mineral ores ...	389	55,518	1,893	74,275	128	11,014	634	13,135	...	...	...	...	2,340	16,658
Broom root ...	23	649	727	22,071	866	22,941	422	15,082	...	...	11	329	3,044	153,942
Hides and skins	...	...	4	428	44	1,020	892	43,082	9	309	6	47	2,068	61,361
Jalap ...	4	356	11	586	1	37	27	1,641	...	...	...	...	955	49,886
Chile ...	...	...	...	...	...	...	14,360	...	...	...	...	...	43	2,620
Rubber ...	...	...	...	...	...	...	1,663	...	...	...	...	...	53	14,360
Yare ...	...	...	...	...	...	...	38	...	...	...	...	...	41	3,342
Vanilla ...	41	603	9	173	122	1,148	1,831	16,645	...	...	...	...	2,003	15,335
Miscellaneous	...	...	...	...	...	...	1,090	8,345	...	...	...	...	6	1,021
Total	2,701	159,488	3,322	131,446	4,493	132,115	14,437	639,815	393	1,284	209	567	1,258	87,355
Gold bullion ...	...	...	...	...	...	...	...	...	2,437	26,862	443	22,372	27,843	1,162,098
Silver ...	...	...	...	...	...	...	...	...	...	...	...	...	42,207	42,207
Gold coin ...	275	43,070	...	...	92	67,405	38	7,692	...	...	...	...	405	118,167
Coined silver	...	362	...	...	...	8,731	555	...	...	...	...	...	...	9,648
Grand total	2,976	1,469,639	3,322	131,446	4,585	606,553	14,475	876,942	2,437	26,862	443	22,372	28,248	1,801,744
														3,133,864

NOTE.—Exchange calculated at the rate of 7 dol. to the l.

* Fraction.

Annex D.—RETURN of the Principal Articles of Export from Vera Cruz during the Year 1891.

Articles.	England.		Germany.		France.		United States.		Spain.		Other Countries.		Partial Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugar...	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$
Coffee...	7	662	132	7,320	353	23,049	13,233	786,449	3	186	...	...	16	261
Tobacco, manufactured	300	79,191	13	2,622	5	1,269	4	1,590	1	286	...	...	13,778	818,436
" raw	70	11,500	428	61,123	104	7,893	29	4,273	...	...	268	16,832	325	85,482
Beans...	...	...	...	...	342	4,117	784	12,050	3,450	50,947	...	...	4,576	101,611
Dyewoods	323	219	360	591	52	104	1,774	6,412	...	...	...	...	3,034	67,111
Cedar and mahogany	1,832	4,126	185	700	354	581	972	3,430	...	...	...	...	4,155	7,326
Mineral ores...	1,723	54,936	3,662	96,443	258	27,400	280	28,510	6	186	65	1,957	6,615	8,837
Broom root...	71	2,008	1,221	41,662	1,306	41,909	808	11,690	10	320	...	...	2,899	207,289
Hides and skins	...	...	1	256	59	1,306	23	45,715	...	...	...	...	875	99,412
Chap...	2	198	25	1,559	...	...	170	2,555	...	...	...	...	55	47,627
Chickpeas...	...	...	...	...	...	...	...	23,765	...	...	...	...	170	4,312
Rubber...	...	...	...	...	...	...	...	...	...	...	...	...	...	25,765
Marble...	15	171	3	717	28	203	748	9,849	...	...	...	...	1	29
Vanilla...	...	...	...	...	...	...	...	46,492	...	...	...	...	792	10,940
Miscellaneous	45	1,723	940	18,767	81	5,421	400	8,352	195	6,145	4	250	42	53,387
Total	4,889	154,534	6,981	232,112	2,946	120,744	21,578	993,443	3,665	58,041	339	19,503	39,898	1,578,477
Gold bullion...	...	13,697	...	...	...	15,576	...	9,749	...	...	...	...	...	39,022
Silver "	217	60,028	4	...	89	54,854	91	39,034	1	243	...	...	402	153,916
Gold coin "	...	4,018	...	...	...	8,435	...	2,385	...	...	...	...	...	15,081
Coined silver...	...	986,578	...	18,000	...	381,415	...	390,180	...	6,614	...	...	...	1,763,087
Grand total	4,606	1,219,255	6,985	250,112	3,035	561,024	21,669	1,434,791	3,666	64,998	339	19,503	40,300	3,549,583

NOTE.—Exchange calculated at the rate of 7 dol. to the l.

* Fraction.

Annex E.—RETURN of Exports from Vera Cruz in the Year 1892.

Articles.	England.		Germany.		France.		United States.		Spain.		Other Countries.		Partial Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugar...	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$	Tons.	\$
Coffee... manufactured	286	4,054	16	1,215	127	10,461	8,117	617,494	6	454	...	...	8,315	4,054
Tobacco... raw	301	78,553	18	7,665	13	4,112	24	6,984	1	226	...	...	8,315	633,135
Beans...	177	23,041	575	76,986	1	110	27	3,042	...	...	578	57,300	1,358	97,823
Dyewoods	...	...	...	...	...	...	215	2,724	1,715	27,143	...	...	1,930	160,488
Cedar and mahogany	146	58	280	824	669	1,387	1,865	4,572	...	...	...	...	2,960	29,867
Mineral ores...	289	4,157	12	51	132	614	1,306	4,979	...	...	...	...	1,749	6,821
Broom root...	1,409	50,113	4,547	163,100	306	18,951	1,364	49,904	...	...	11	2,286	7,637	9,701
Hides and skins	23	1,340	1,084	39,769	1,248	40,703	575	21,090	2	88	7	177	2,339	284,354
Chicle...	...	...	...	...	92	2,829	889	50,244	26	470	...	...	1,057	103,165
Rubber	15	1,294	17	1,049	2	157	61	3,711	...	...	...	...	85	53,043
Marble	...	...	...	...	...	...	113	9,290	...	...	...	...	113	6,211
Vanilla	...	...	...	...	...	...	1,685	2,561	...	...	...	...	2,003	9,230
Miscellaneous	...	...	...	...	...	...	1,685	2,561	...	...	...	...	2,003	2,561
Total	2,743	172,254	8,026	327,688	2,688	91,691	16,557	843,361	1,950	33,465	598	61,035	32,562	1,629,494
Gold bullion...	...	16,574	...	...	...	23,933	646	646	...	...	...	...	...	41,153
Silver	241	47,736	...	...	61	56,709	51	11,804	1	...	...	...	354	116,249
Gold coin...	...	630	...	...	...	17,049	962	11,804	...	349	...	...	...	13,980
Coin silver	...	1,108,672	...	...	...	240,591	230,857	230,857	...	5,097	...	...	...	1,685,207
Grand total	2,984	1,345,866	8,026	327,688	2,749	429,993	16,608	1,087,620	1,951	33,911	598	61,035	32,916	3,291,083

NOTE.—Exchange calculated at 7 dol. to the £.

* Fraction.

Annex F.—RETURN of Shipping at the Port of Vera Cruz
during the Year 1890.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	304	77	110,186	78	110,490
French	2	734	31	66,094	23	66,828
German	5	1,457	26	38,592	30	40,049
Spanish	...	...	57	149,492	57	149,492
American	27	5,817	63	110,304	90	116,121
Other countries ...	16	4,999	9	5,431	25	10,430
Mexican, coasting	166	10,862	141	47,731	306	58,583
Total	216	24,163	403	527,830	619	551,993
„ for the year preceding ...	236	28,835	341	388,886	577	417,721

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	304	76	106,537	77	106,841
French	2	734	29	62,316	31	63,050
German	5	1,457	25	38,755	30	40,212
Spanish	...	...	58	155,923	58	155,923
American	29	6,133	64	112,094	93	118,227
Other countries ...	17	5,631	7	4,419	24	9,950
Mexican, coasting	167	11,140	144	49,374	311	60,514
Total	221	25,299	403	529,418	624	554,717
„ for the year preceding ...	242	30,870	335	379,229	577	410,099

Annex G.—RETURN of Shipping at the Port of Vera Cruz
during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	1,662	69	100,662	75	102,314
French	4	2,185	24	48,934	28	51,119
German	7	1,922	27	46,967	34	48,879
Spanish	1	11	46	116,769	46	116,780
American	46	12,345	66	119,545	112	131,890
Other countries ...	12	4,665	4	1,829	16	6,394
Mexican, coasting	122	10,667	160	49,176	282	69,343
Total	198	33,347	395	483,872	593	517,219
„ for the year preceding ...	216	24,163	403	527,830	619	551,993

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	1,566	62	92,206	67	93,772
French	4	2,077	25	51,063	29	53,140
German	7	1,922	26	45,919	33	47,841
Spanish	1	11	43	107,433	44	107,444
American	42	10,715	64	115,836	106	126,551
Other countries ...	13	4,811	6	2,949	19	7,560
Mexican, coasting	115	9,504	146	45,908	261	55,412
Total	187	30,406	372	461,314	559	491,720
„ for the year preceding ...	221	25,299	403	529,413	624	554,717

Annex H.—RETURN of Shipping at the Port of Vera Cruz during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	1,652	94	130,318	99	131,970
French	...	...	29	58,640	29	58,640
German	6	1,911	25	27,817	31	29,728
Spanish	...	...	35	88,928	35	88,928
American	45	11,815	57	119,226	102	131,041
Other countries ...	8	2,486	...	...	8	2,486
Mexican, coasting	121	13,664	173	59,691	294	73,355
Total	185	31,528	413	484,620	598	516,148
„ for the year preceding ...	198	33,347	395	483,872	593	517,219

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	1,652	89	123,613	94	125,265
French	...	...	29	58,640	29	58,640
German	6	1,911	24	26,040	30	27,951
Spanish	...	...	34	87,303	34	87,303
American	44	11,407	56	117,260	100	128,667
Other countries ...	8	2,486	...	...	8	2,486
Mexican, coasting	118	12,999	170	58,609	288	71,608
Total	181	30,455	402	471,465	583	501,920
„ for the year preceding ...	187	30,406	372	461,314	559	491,720

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ON THE

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MEXICO.

MEXICO.

Mr. Carden to the Earl of Rosebery.

My Lord,

Mexico, August 31, 1893.

I HAVE the honour to transmit herewith to your Lordship my Annual Report on the Federal District of Mexico for the Years 1891 and 1892.

I have, &c.

(Signed) LIONEL CARDEN.

*Report on the Federal District of Mexico for the Years
1891 and 1892.*

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Population. No new census has been taken since that of August, 1889, the results of which were given in my report for the year 1890. The population of the capital was then 329,535, and that of the whole federal district 443,181.

Health. The mortality in the capital in the year 1891 was 15,339 (46 per 1,000), and in 1892, 17,359 ($52\frac{1}{2}$ per 1,000). The increased mortality in 1892 was due in great measure to an epidemic of typhus which visited Mexico in the latter part of the year, lasting till May, 1893. To give an idea of its severity I may mention that in the months of October, November, and December of 1892 there were 1,000 more deaths than in the three corresponding months of 1891. Though, so far as I can learn, it has never been demonstrated by actual statistics that the health of the city is influenced by the amount of the rainfall, it is popularly believed that a dry year means a sickly one. This idea is certainly borne out in the present instance, as the year 1892 was exceptionally dry, the rainfall amounting to only $17\frac{1}{2}$ inches as against 26 inches in 1891.

Chances of employment for foreigners. There are comparatively few openings for foreigners in the city of Mexico unless they come provided with capital to start for themselves in some business, and I cannot too strongly advise young men on no account to come here in speculative search of employment. There are always more unemployed clerks than there is work to be done, while the native artisans, many of whom are very proficient in their respective trades, are willing to work for so much smaller wages than foreigners—that they are usually employed in preference to the latter, in spite of their defects of laziness and irregularity.

Wages. In view of the recent considerable fluctuations in exchange, it would be only misleading to quote rates of wages and cost of living in their sterling equivalent. I will therefore give them in Mexican dollars, which, for the purposes of rough calculation, may be set down as worth between 2s. 6d. and 2s. 10d., or from 7 dol. to 8 dol. to the 1l.

MEXICO.

3

EARNINGS.

Description.	Amount.				Remarks.
	From—		To—		
	Dol.	c.	Dol.	c.	
Clerks	70	0	200	0	Per month
Native artisans, such as masons, carpenters, blacksmiths, painters, &c.	0	75	1	50	Per day
Foreign artisans, in the comparatively few cases in which they are employed.. ..	2	50	5	0	Per day
Common labourers ..	0	37½	0	50	Per day
Domestic servants— Coachmen	15	0	50	0	Per month, without board. Other domestic servants usually receive board and lodging in addition to their wages
Cooks.. .. .	6	0	30	0	Per month
Men-servants.. ..	10	0	30	0	Per month
Women-servants ..	4	0	20	0	Per month

House rent is dear in the city of Mexico, and is usually paid by the month in advance, the landlord defraying the taxes. A small house of, say, five rooms with kitchen, in good repair, will rent for from 40 dol. to 80 dol. per month, according to situation. Similar accommodation in an apartment house will cost about one-third less.

The charge for board at the principal restaurants, comprising coffee or chocolate in the morning, and two principal meals, is 30 dol. per month, but the same amount of meals may be obtained at cheaper establishments as low as 15 dol. per month.

The following are the prices of some of the principal necessities of life :—

Articles.		Prices.			
		From—		To—	
		Dol.	c.	Dol.	c.
Beef	Per lb. ..	0	15	0	37½
Bread	" ..	0	8	0	12
Butter	" ..	0	40	1	0
Milk	Per quart ..	0	9½	0	12
Eggs	Per dozen ..	0	24	0	48
Flour	Per lb. ..	0	8	0	10
Coffee	" ..	0	30	0	40
Tea	" ..	1	25	3	0
Kerosene	Per tin of 5 gallons ..	2	50	3	0

Municipal
finances.

The following table shows the revenue and expenditure of the municipal government of Mexico for the calendar years 1891 and 1892.

It must be borne in mind that although the sterling equivalents of these figures appear to show a considerable falling-off in 1892, the depreciation of silver does not really affect the municipal revenue to any considerable extent, as all the expenses are payable in silver with the single exception of the service of the foreign debt.

The basis for comparison, therefore, must be the dollar, and not the *l.* sterling.

REVENUE.

	Value.			
	Currency.		Sterling.	
	1891.	1892.	1891.	1892.
	Dollars.	Dollars.	£	£
Proportion of federal duties	1,693,480	1,635,896	266,370	223,344
Municipal revenue ..	1,261,014	1,233,776	198,347	172,215
Miscellaneous receipts ..	298,318	325,764	46,923	45,471
Total	3,252,812	3,195,436	511,640	446,030

EXPENDITURE.

	Value.			
	Currency.		Sterling.	
	1891.	1892.	1891.	1892.
	Dollars.	Dollars.	£	£
Cost of administration ..	386,320	343,490	60,764	47,945
Schools	164,967	206,130	25,948	28,772
Police	65,339	66,154	10,277	9,235
Prisons	133,559	151,196	21,007	21,104
Hospitals	132,500	183,000	28,705	25,544
Public lighting	231,382	244,445	36,393	34,120
Public works	304,850	527,475	126,596	73,627
Miscellaneous	360,815	429,428	56,753	59,941
Service of municipal debt—interest and sinking fund ..	923,080	1,044,118	145,197	145,742
Total	3,252,812	3,195,436	511,640	446,030

NOTE.—The average rate of exchange in 1891 was 37½*d.* to the dollar, and in 1892 it was 33½*d.*

The increase in the municipal revenue, which, as will be seen from the accompanying table, has been very steady during the past 10 years, was checked in 1892, owing to the financial depression occasioned by the almost complete loss of the maize harvest throughout the country, but it is satisfactory to observe that the falling-off was very small.

REVENUE of the Municipality during the Years 1883-92.

Years.							Amount.
							Dollars.
1883	..	..	..	..	..	..	1,425,511
1884	..	..	..	..	..	..	1,249,228
1885	..	..	..	..	..	..	1,401,970
1886	..	..	..	..	..	..	1,807,666
1887	..	..	..	..	..	..	1,911,308
1888	..	..	..	..	..	..	1,973,769
1889	..	..	..	..	..	..	2,152,241
1890	..	..	..	..	..	..	2,572,683
1891	..	..	..	..	..	..	3,252,812
1892	..	..	..	..	..	..	3,195,436

The revenue is derived from two principal sources—firstly, from a proportion of certain federal duties and contributions collected within the federal district, the details of which were given in my report for 1886; and, secondly, from the proceeds of purely municipal taxation. The most productive branches of the latter are licenses for the sale of liquors, revenue from markets and slaughter-houses, pawnbroking licenses, tax on carriages and cab licenses, duty on house frontages, water rates, and rents from municipal properties. As the piping of the water has been practically finished, the revenue from this source will be probably nearly doubled in the ensuing year.

The miscellaneous receipts in 1891 and 1892 comprehended the balance on hand at the commencement of 1891 amounting to 144,000 dol., and about 500,000 dol. which remained over from the 1,000,000 dol. of the proceeds of the municipal loan, which it was decided should be set aside towards defraying the cost of certain public works.

The administration of all branches of the municipal government, including the collection of taxes, and the cost of the government of the federal district, which is defrayed out of the municipal treasury, amounted in 1892 to 343,490 dol. (47,945%).

The following schools were maintained by the municipality in 1892:—

	Number of Schools.
For boys	51
„ girls	50
Mixed schools	3
Night schools for adults	9
Total	113

The inscription of pupils was 21,159, and the average daily attendance was 10,178.

The cost of these schools was—

	Amount.	
	Currency.	Sterling.
	Dollars.	£
For salaries	108,686	15,170
Furniture, books, &c.	62,423	8,713
House rent	35,021	4,889
Total	206,130	28,772

Besides these, and besides the schools and colleges supported by the Federal Government, there are 62 private free schools and 195 paying schools, with an average attendance of 10,355 pupils.

Police.

The police force of the capital is directly controlled by an inspector-general appointed by the Federal Government, and the cost of its maintenance is defrayed principally out of the Federal Budget. The cost of that part of the force paid by the municipality was 66,154 dol. (9,235*l.*) for the year 1892.

Prisons.

The maintenance of the city jail cost during 1892, 151,196 dol. (21,104*l.*), of which sum about one-half represents the expense of the prisoners' food. The average cost per head of the daily rations was 6½ c. (about 2*d.*).

Hospitals.

The city hospitals are under the direct control of the Federal Government, the municipal treasury contributing 500 dol. per day towards their maintenance.

The principal public hospitals are those of San Andres, Jesus, San Pedro y San Pablo, Churubusco, and Juarez, the latter being reserved exclusively for prison service. There are also a lying-in hospital, and one for children's diseases, and two lunatic asylums, one for each sex.

Public lighting.

The public lighting of the city is supplied by 208 gas lamps, 326 electric arc lights of 2,000 candle-power, and 151 of 1,200 candle-power, and 1,624 oil and naphtha lamps.

The cost of each class of lighting per hour was as follows:—

Description.	Amount.	
	Currency.	Sterling.
	Cents.	d.
2,000 candle-power electric light..	11½	3 ² / ₁₀
1,200 " " " "	10½	2 ⁸ / ₁₀
Oil and naphtha lamps " " "	1½	0 ²² / ₁₀₀
Gas " " " "	1½	0 ⁴⁹ / ₁₀₀

This heading comprehends the paving of the streets, the laying of pipes for the water supply, construction of and repairs to sewers, and alterations and repairs to municipal buildings. The expenses under this head were 527,475 dol. (73,627*l.*). I may here mention that the system of paving the streets with asphalte blocks, which has been adopted during the past 3 years, has proved to give far better results than the wood pavements. Public works.

These blocks are made of a mixture of pulverised asphalte and limestone rock cemented together under heavy pressure; and laid on a foundation of rubble. Under the existing contract the municipality pay 8 dol. 60 c. (1*l.* 4*s.*) per square metre of the pavement, the contractors being obliged to keep it in good repair for 6 years.

The miscellaneous expenses comprise the cleaning of the city, the conservation and administration of the water supply, maintenance of the public cemetery and of the public gardens and promenades, and a host of minor items, the total cost of which amounted in 1892 to 429,428 dol. (59,941*l.*). Miscellaneous.

The municipal loan of the city of Mexico was issued in London in January, 1889, by the Trustees and Executors of the Municipal Corporation. Municipal debt.

The amount of the issue was 2,400,000*l.* in 5 per cent. bonds, the interest being payable quarterly, and the principal to be redeemed at par by a sinking fund of 1 per cent. per annum applied to half yearly drawings. The amount outstanding on December 31, 1892, was 2,363,100*l.*

The net proceeds of the issue as received by the municipal government amounted to 9,621,197 dol. in Mexican silver, of which 8,621,197 dol. were turned over to the managing committee of the drainage of the Valley of Mexico, and the remainder was reserved to help to defray the cost of the city waterworks.

The service of the debt in the year 1892, including interest and sinking fund, amounted to 144,000*l.*, which was equivalent in Mexican money, at the actual rates of exchange on the days when the remittances were made, to 1,042,099 dol., to which must be added 2,019 dol. for general expenses, making a total of 1,044,118 dol.

The municipality has no other debt besides this.

The great work of the drainage of the Valley of Mexico is now within measurable distance of its completion. Drainage of the Valley.

On May 16, 7,470 lineal yards of the tunnel (6,895 metres) had been completed, out of a total of 10,857 lineal yards (10,022 metres), and of the 3,387 lineal yards (3,127 metres) which still remained, 983 yards (907 metres) of heading—perhaps the most troublesome part of the work—had been already done.

In the grand canal, which, when finished, will be 51,545 yards long, 9,550,775 cubic yards (7,301,816 cubic metres) had been excavated on that date out of a total of 15,113,617 cubic yards (11,554,752 cubic metres).

The total cost of the tunnel and canal, from the time when the present committee of management took charge in 1886, down to May of this year, has been 9,189,295 dol., equivalent, at an average rate of exchange of 6 dol. 50 c. to the £, to 1,413,738£.

Though a good deal of money had been expended before that date, mostly in surveying and preliminary work, very little of the tunnel and canal had been actually constructed, so that the measurements given above may be fairly taken to represent the work done for the foregoing amount.

The cost of the work has proved to be heavier than was expected.

Owing to the unexpected amount of water which was cut in making the tunnel, as mentioned in my report for the year 1890, the cost per lineal metre has averaged 475 dol., or about 73£, a sum very much in excess of the contract price. Seeing what a heavy loss they were working at, the committee agreed to rescind their contract with Messrs. Read and Campbell, and continued the work for their own account under the administration of the former contractors. The whole tunnel was originally estimated to cost approximately 2,350,000 dol. (361,538£), but will probably really cost about 50 per cent. in excess of this. As all the ventilating shafts are finished and equipped, and as the water is now completely dominated along the whole line of the tunnel, it is probable that the estimate of 1,320,592 dol. (203,168£) for finishing the work, which is based on the actual average cost per metre up to the present time, will be found to be within the mark.

When the contract for making the canal was concluded with Messrs. Pearson and Son in 1889, the cost was estimated at about 6,500,000 dol. (1,000,000£).

Under this contract a sum of approximately 5,000,000 dol. has been already spent, and estimating the 5,562,840 cubic yards (4,252,936 cubic metres) to be done at $72\frac{6}{10}$ c., or about 2s. 3d. (which has been the average price during the past few months), 3,087,632 dol. (475,020£) more will be required to complete it.

Calculated from the standpoint of the original estimates for the tunnel and canal, about 34 per cent. of the whole work still remains to be done, at an estimated cost of 4,408,220 dol. (678,188£), which being based on the results obtained from actual experience extended over a considerable period, is probably sufficiently accurate.

To meet this outlay there remains only 1,478,547 dol. (227,469*l*.) of the original fund, so that about 3,000,000 dol. (461,538*l*.) will have to be provided in some other way.

In view of the innumerable difficulties which it is impossible in practice to anticipate in dealing with an enterprise of such magnitude (comprising as it does more than 6 miles of tunnel and 30 miles of canal), an under estimate of cost of one-third of the total amount cannot be considered to be excessive.

The amount coined at the mint, in the city of Mexico, in Coinage. 1891-92 was as follows:—

					Amount.	
					1891.	1892.
					Dollars.	Dollars.
Gold	..	..	..	..	177,826	220,015
Silver	..	..	..	..	8,213,400	9,565,000
Copper	..	..	..	..	146,441	129,076
Total	..	..	..	..	8,536,667	9,914,091

In the early part of 1893 the Government, by arrangement with the lessees of the mint, rescinded their lease and assumed control of it themselves. Henceforth it will be administered as a Government establishment.

In spite of the poor harvests of 1890 and 1891 the latter year was not an unfavourable one for the commerce of the capital, judging from the introduction of merchandise, which showed a small increase over that of the previous year, due in the case of the foreign importations to the favourable rate of exchange that ruled during the first 8 or 9 months. In 1892, however, the loss of a large proportion of the maize crop throughout the country, coming as it did at the same time with a very considerable fall in the price of silver, produced a great tightness in the money market, and had the effect of checking the introduction of foreign goods, and also, but to a less extent, of domestic produce.

Unfortunately, no statistics have been published showing the values of the foreign goods imported during 1891 and 1892, so I shall confine myself to mentioning the duties collected in the capital on the introduction of such goods for consumption, as the only means of comparing the movement of trade in those years with that of the preceding one.

Years.					Duties Collected.	Difference as Compared with 1890.
					Dollars.	Per cent.
1890	..	..	..	..	426,422	..
1891	..	..	..	..	456,481	7 (increase)
1892	..	..	..	..	343,768	19 (decrease)

The domestic produce introduced into the capital in the past three years has been as follows :—

Years.	Value.	Difference as Compared with 1890.
	Dollars.	Per cent.
1890	22,685,207	..
1891	23,634,802	4½ (increase)
1892	21,327,775	6 (decrease)

Few people realise to its full extent the extraordinary vitality shown by Mexico in having been able to support such a combination of bad luck as fell to its lot in 1892, not only without a financial crisis, but even without the occurrence of a single failure of importance, a fact which affords the strongest proof of the conservative way in which business is conducted here.

Unfortunately, the statistics of the agricultural produce raised in Mexico are so defective as to be quite useless in determining the actual money loss to the country by the failure of the maize harvest. I may mention, however, that the proportion of the loss has been variously estimated at from 40 per cent. to 60 per cent. of a normal year's crop, while to give an idea of the amount I may say that one-half of the population, or nearly 6,000,000 people, depend almost entirely on maize for their daily food.

About 14,000,000 dol. were spent in importing maize from the United States to feed the poorer classes, which the existence of the railways happily made it possible to distribute about in those districts where it was most urgently needed, thus averting the horrors of famine, which at one time appeared imminent. Besides this, the loss to the farmers was, of course, very large, and this again reacted on the railways by curtailing the traffic receipts on the movement of grain, and on the commercial classes by restricting the amount of sales. At the same time the price of silver fell far below the lowest figure it had ever reached before, thus heightening the cost of foreign goods, and imposing on the Government a heavier burden in the payment of interest on its foreign debt at the very moment when the conditions of the country were least able to meet a fresh call on its resources.

The Government then is to be congratulated on having been able, in the face of such a disastrous combination of circumstances, to meet its obligations punctually, the more so that the crops now about to be harvested are so far above the average as to ensure a prosperous incoming year.

Exchange.

The exchange on London for bills, at 60 days' sight, during the past three years, has been as follows :—

Years.	Exchange on London at 60 Days, per Mexican Dollar.		
	Highest.	Lowest.	Mean.
1890	d. 45½	d. 36½	d. 40
1891	41½	36	37½
1892	36½	31½	33½

It will be seen that the variation between the highest quotation in 1890 and the lowest in 1892, amounted to 1s. 2d. in the dollar, from which some idea may be formed of the element of uncertainty introduced into all commercial calculations.

Although, as I have already said, no statistics have been published of the imports of foreign goods into the capital during the past two years, an analysis of the total imports into the whole Republic in the fiscal year 1890-91, issued quite recently by the finance department, shows the countries of origin of the different merchandise introduced, which applies equally to the trade of the federal district, and cannot fail to be of interest.

If we exclude the articles entered free of duty, such as railway material and rolling stock, heavy machinery, steel for mining purposes, coal, quicksilver, explosives, live-stock, &c., which for the most part do not enter into the federal district for consumption, the principal imports, according to the classification of the customs tariff, and arranged in the order of their magnitude, are as follows:—1. Cotton, and manufactures of cotton, 25 per cent. 2. Provisions, including wines and spirits, 19 per cent. 3. Iron and steel, and manufactures of iron and steel, 6½ per cent. 4. Wool, and manufactures of wool, 6½ per cent. 5. Drugs and chemicals, 5½ per cent. 6. Paper, and manufactures of paper, 4½ per cent.

Raw cotton is imported almost exclusively from the United States.

Piece-goods represent about 60 per cent. of the total imports under the head of cotton. The inferior grades, both in plain goods and in prints, are in much the largest demand. About 60 per cent. of these goods come from England, 30 per cent. from the United States, and the remainder from France and Germany.

Cotton thread and elastic come almost entirely from England.

About half the lace imported comes from England, and the remainder from France and the United States.

Hosiery and passementerie come principally from France and Germany.

About 25 per cent. of the imports under this head represents wines and spirits, which are imported from France and Spain in nearly equal quantities, together with a little from the United States and from Italy.

Three-fourths of the beer and cider imported comes from the United States, and nearly all the remainder from Germany.

Barley, wheat, maize, flour of all kinds, biscuits, fresh fruit and vegetables, potatoes, and lard, which together amount to one-fourth of the total of provisions, are introduced almost entirely from the United States.

Other articles, such as preserved fish and meats, cheese, preserved fruits, sardines (of which there is a very large consumption), and condiments, are imported principally from the United States, Spain, and France.

Iron and
steel.

Almost all the iron and steel in a crude form, such as bar, angle, sheet, &c., come from the United States and England in nearly equal proportions.

Iron beams come principally from Belgium, but some also from the United States.

Three-fourths of the corrugated iron roofing comes from England, and the remainder is divided between the United States and Belgium.

The United States supply two-thirds of the tools and implements for artisans, England coming next with only one-fifth, the remainder being from Germany and France.

Two-thirds of the nails, screws and rivets also come from the United States, while the remainder comes from Germany, France, and in a smaller proportion from England.

Finally, the United States supply two-thirds of the unspecified manufactures, and Germany somewhat less than a fourth, the difference being made up by England and France.

Woollen
goods

Piece-goods represent about 65 per cent. of the total importation of woollen goods, the lighter cloths being the ones for which there is the greatest demand. Nearly half of these goods come from France and one-fourth from England, the remainder being divided between Germany, the United States, and Belgium.

Hosiery comes principally from Germany and France, and a little from the United States.

55 per cent. of the ready-made clothing comes from the United States, and almost all the rest from France.

The importation of woollen carpets is comparatively small. These are almost all of English make.

Drugs and
chemicals.

Under this head are included mineral oils, which represent 36 per cent. of the total, and come entirely from the United States, and paints of all kinds which come from the United States, Germany, France, and in a lesser degree from England.

Of the drugs and chemicals proper, 60 per cent. come from the United States, and 26 per cent. from France, and the remainder from Germany and England.

Paper.

Packing and printing paper is manufactured in considerable quantity in Mexico, so that the imports are proportionately small. What is imported comes mostly from the United States and Germany.

A very large quantity of paper for making cigarettes, and also of writing paper of a certain kind is imported from Spain.

Ordinary foolscap and notepaper comes from the United States, Germany, France, and England.

Printed books and music come from France, Spain, and the United States.

Printed forms, of which a considerable quantity is imported, come almost entirely from the United States.

Finally, playing cards come from Spain and the United States.

From a careful study of these returns it would appear that there are several branches of trade which have been quite neglected hitherto by English manufacturers and exporters, and in which they might be able to compete successfully with other nations, at any rate to some extent. Openings for
British trade.

As examples of this I may mention the following:—

1. Earthenware, glass, and china, among the importations of which English goods scarcely appear at all. At one time the glass and crockery most in use in Mexico was of the commonest quality, but of late years the demand for a better article has been on the increase.

2. Carriages and carts are almost exclusively of American and French make (the latter in much smaller proportion). Owing to the similarity between the United States and Mexico as regards the badness of the country roads, it is perhaps only natural that the class of vehicles which has been found to be most serviceable in the former country should also be most used here. There is no reason, however, why English carriages should not be imported for town use.

3. English leather goods, such as saddlery and harness and boots and shoes, are very rarely to be found in Mexico, and although they are much dearer than American or French goods, their superior quality is so well recognised as to insure their acceptance among certain classes if properly pushed.

4. Besides these there seems to be no reason why English lamps, furnishing hardwares, cutlery, tools, and arms and ammunition, should not find a market here as much as American or German goods of a similar kind.

In a previous report I called attention to the want of English importing houses in Mexico, and I think there is little doubt that it is in great measure due to this that English goods do not find a larger market here. Want of
English
importing
houses.

Although it may be true in a general way that patriotism does not enter much into business, and that English goods can be as well sold through the medium of a German firm as through an English one, I think it will be found in practice that a merchant will take a greater interest in pushing the sale of the products of his own country, probably consigned to him by a firm with which he has had long standing relations, than he would in recommending foreign goods sent him by a foreign correspondent of whom he knows little or nothing.

Catalogues and price lists are no doubt valuable up to a certain point, and active and intelligent agents can do a great deal for trade, but there is no question that in order to get people to purchase goods which are new to them, they must be pushed

in a way which it is unreasonable to expect that old established houses will do, which probably have somewhat similar articles of their own to sell.

The remedy, in my opinion, is to be found in the establishment of some kind of a co-operative store for receiving and selling English goods on consignment, the cost and profit of which might be shared by the manufacturers and shippers of the goods, thus ensuring a closer attention to their interests than they could get elsewhere, and probably at a less expense.

As will be seen from the accompanying table the value of the domestic produce entered into the city of Mexico for consumption showed remarkably little falling off in 1892 as compared with 1891, considering the great distress which existed throughout the country in that year, and which could not fail to react to a certain extent on the capital.

Domestic
produce
introduced
into the
capital.

MARKET Value of Domestic Produce and Manufactures introduced into the City of Mexico in the Years 1891-92.

Articles.	Value.	
	1891.	1892.
	Dollars.	Dollars.
Food—		
Cattle, sheep, pigs	4,174,467	3,429,968
Eggs, milk, butter, and cheese..	729,801	692,902
Wheat and wheat flour.. ..	2,014,492	2,449,276
Maize	1,102,898	1,237,631
Beans	468,871	252,349
Sugar	904,014	939,479
Coffee	277,745	181,679
Rice	187,996	193,759
Peppers	315,209	221,985
Liquors—		
Pulque	2,713,747	2,563,511
Spirits	739,314	711,875
Beer	41,630	90,882
Tobacco—		
Leaf	659,879	973,003
Manufactured	221,063	219,234
Building materials—		
Lumber	924,417	767,582
Bricks and stone	382,229	368,537
Lime, sand, and cement	296,045	259,803
Iron and marble	115,063	128,831
Cotton—		
Raw	154,225	13,486
Manufactures of.. .. .	2,142,511	1,990,669
Wool—		
Raw	239,180	122,411
Manufactures of.. .. .	415,554	284,028
Miscellaneous	4,413,852	3,229,898
Total	23,634,802	21,327,773

NOTE.—The value of the foreign raw cotton imported into the city of Mexico in 1892 was 576,762 dol.

Conclusion.

In conclusion, I cannot but repeat what I have maintained in so many previous reports, that the trade of this country is well worth looking after, the more so that competition is each year becoming keener all over the world. Mexico, it is true, does not offer the prospects of such large profits as may be made in some other countries, since the tendency both in commerce and enterprise is perhaps ultra-conservative, but neither, on the other hand, are traders obliged to take heavy risks here. If proof were wanted of this and of the high standard of commercial probity which holds throughout the country, it is to be found in the fact that, in spite of the widespread distress arising from three bad harvests running, there have been no bankruptcies of any consequence.

Moreover, as I have pointed out in my report on the depreciation of silver,* although the cost of foreign goods in silver money at the present exchange is much greater than it was two or three years ago, the difference is more than compensated by the increase in the value of the exports, which is going on steadily year by year.

Finally, the Finance Minister (Mr. Limantour) is fully alive to the necessity of removing all regulations which only serve to hamper trade, and has already given the best proof of the sincerity of his convictions by the abolition last April, in the face of bitter opposition, of the system of fines for errors in Consular invoices, which has from time immemorial been the stumbling block of foreign importers.

* Miscellaneous Series No 802.

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MOROCCO.

REPORT FOR THE YEAR 1891
ON THE
TRADE OF THE CONSULAR DISTRICT OF TANGIER.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 955.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

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MOROCCO.

TANGIER.

Acting-Consul De Vismes de Ponthieu to the Earl of Rosebery.

My Lord,

Tangier, November 10, 1892.

I HAVE the honour to enclose to your Lordship herewith the Annual Report of the Trade of this Consular District for 1891.

I trust that your Lordship will accept the expressions of my regret at the delay that has supervened in the transmission of this Report.

It will be within your Lordship's knowledge that Mr. Consul White was not only subjected during the presence of the Mission at Fez to a severe stress of work, but was also seriously ill for some time before his departure on leave on July 15th last. Subsequently to that date, the charge of the Consulate passed through the hands of Mr. Horace P. White and Mr. Fernau before I had the honour of being entrusted with it.

I have, &c.

(Signed) G. DE VISMES DE PONTTHIEU.

Report on the Trade and Commerce of Tangier for the Year 1891.

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Shipping.

Owing to the absence of quarantine measures in Morocco during 1891, the sailing navigation at Tangier did not in that year again present the abnormal figure registered in 1890; still it showed a considerable increase as compared with 1889, namely, from 202 entries to 275 entries, furnished exclusively by Spain.

There is a very small decrease in the total number of entries of steamers, and, corresponding to it, an altogether disproportionate diminution in the total tonnage.

British.

Nearly the whole of this loss is borne by British shipping. This is in great part due to the fact that the boats of the Mersey Steamship Company, in the course of this year, commenced running only once in three weeks, instead of, as in the preceding year, fortnightly; whence they show for 1891 only 17 entries, of 14,080 tons, as against 31 entries, of 25,076 tons, for 1890. Over and above this British shipping shows a decrease of about 22,000 tons. A large proportion of this decrease must be due to the fact that only half as many British pilgrim steamers visited Tangier this year as in 1890; it appears that British firms engaged in the pilgrim traffic have found it advantageous to charter French steamers, and withal 1891 appears to have been a bad year for pilgrims.

French.

French shipping registers a slight increase on that of 1890 in point of tonnage—from 80,989 tons to 89,358 tons, and a proportionately larger increase in number of entries, from 120 to 141. The Transatlantique boats ran more frequently to Cadiz than heretofore, each additional voyage swelling the register with a double entry, as they call at Tangier on their return journey as well. To 66 entries, of 52,244 tons, in 1890, these vessels register 75 entries, of 59,863 tons, for 1891. The boats of the Paquet

Company continue to run twice a-month, and show 25,665 tons, to 51 entries. The remaining increase is due to pilgrim steamers, of which there were five, and boats bringing back labourers from Algeria to the number of 10.

German shipping shows a slight decrease from its position in 1890, due to the less frequent calls of the steamers of the Woermann line, of which we see 10 entries, 12,295 tons, as compared with 18 entries, of 19,018 tons, in 1890. The Sloman line continued to run as before.

Italian steam navigation continued to decrease in the ratio observed from 1889 to 1890. The number of its entries for 1891 is one-quarter of that registered in 1889. It consisted of four steamers of high tonnage (2,000 tons to 2,800 tons), of the Veloce line, three of which called at Tangier on both their outward and homeward journeys, and one steamer bound for the coast with plant for the Moorish Government.

Spanish shipping, as a whole, presents no appreciable variation from that of 1890. The registration of the Transatlantic Company is somewhat lower in point of tonnage, with an almost equal number of entries, which points to the increased use of vessels of a small type for this service.

A novelty in the shipping returns for this year is presented by the appearance of five Austrian steamers, of 6,247 tons, and of eight Netherlands steamers, totaling 5,144 tons.

On comparing the returns of coastwise shipping for 1890 and 1891, one is struck by the fact that a great disproportion existed in the former year between the number of vessels cleared and entered, which were as two to one; and that the difference in 1891, though still on the side of the clearances, is comparatively unimportant. The explanation lies in the fact already noticed that for some time in 1890 all coastbound vessels had to put into Tangier to purge their quarantine before proceeding to any of the western ports.

As a total, the importation into the port of Tangier during 1891 shows a diminution of 50,000*l.* in value on that of 1890. This falling-off is compensated by an increase at the ports of Laraiche and Rabat. The total amount of imports into the whole district is shown to have remained almost stationary, at a figure between 810,000*l.* and 820,000*l.*; whereas in 1890 we noticed a decrease of 50,000*l.* on those of 1889. It was pointed out in last year's report that the high figure registered in 1889 was due to an abnormal increase in the importation of cloth.

British imports (for the whole Consular district) again show some decrease, though a much slighter one than that noticed from 1889 to 1890, summing up to 459,891*l.*, as against 476,456*l.* in the latter year.

Those of France, on the other hand, show a rise almost equal to the British decrease, namely, from 252,537*l.* to 264,519*l.*

German imports rose in appearance from nearly 46,000*l.* to 60,000*l.*, that is by about one-third, and, according to the

statistics, summoned in value to twice as much as in 1889; but it has already been pointed out in former reports that these figures are misleading, owing to the fact that before 1890 a large proportion of German goods reached Morocco under other flags.

Italian. The decrease of Italian importation to about one-fourth of its value in 1890 is of no moment, having regard to the figures.

Spanish. Spanish imports remain insignificant, though increasing steadily at a low ratio.

Sweden. Sweden continues to send a small quantity of deal planks and cuttings.

Austria and Russia. Austria and Russia are new features on the list, the former with about 300% of chemicals, drugs, and spices, and the latter with 1,200% worth of petroleum.

It has formerly been pointed out that Austria, though not figuring on the list of importing countries, still carries on a not altogether inconsiderable trade with this country, especially in cloth, glassware, and crushed sugar.

Cloth. Taking together the records of the four ports of this district—the only manner in which an at all accurate idea of the fluctuations of trade can be arrived at—we find that the trade in cloth has remained at the same level as in 1890; a slight variation in the figures cannot count for anything in such approximative calculations as those by which we obtain our results. The amount imported from Great Britain into Tangier is noted at half that registered in 1890. I am unable, with the materials before me, to judge how far this may be counterbalanced by a corresponding increase at the other ports. France appears to have lost ground, as indicated by a decrease of 1,000% in value; whereas Germany has gained, by a value of 4,000%, about one-third of that imported in 1890. It must not be forgotten that a large proportion of the cloth imported here formerly came from Germany and Austria in English bottoms, and figured in the statistics as British goods.

Candles. The importation of candles into the whole district shows, according to the figures, an increase of about one-half on 1890. It is, however, difficult to judge of the accuracy of the calculations which have led to this result, and we will probably be right in allowing some discount, the fact remaining that this industry is flourishing, and that chiefly to the profit of England, which furnished to Tangier alone 6,500% worth, as against 4,700% of 1890. The French trade in candles has fallen into complete insignificance, and that of Germany has made no progress.

Cotton goods. The importation of cotton goods to the four ports of this district has been somewhat less in 1891 than in 1890, but is still superior to that of 1889 by nearly 40,000% in value. It is, therefore, of no consequence that the importation into Tangier itself should show a decrease of that amount on 1890. The decrease in the importation from Great Britain alone is about equal to the above figure, whereas the importation from Germany and Spain each show a certain increase. I believe the explanation of this to be near at hand. There is no registered German or Spanish import trade with Laraiche, where the importation of cotton

goods has again risen to about 32,000*l.*, as against 7,500*l.* of the previous year. This increase is no doubt composed almost entirely of British goods, and the same may be said of the increase of 6,781*l.* in this merchandise pointed to in Vice-Consul Frost's report.

The registered value of glass and glassware introduced into Glassware. Tangier in 1891 is double as much as that noted for 1890. In last year's report I pointed to the probability of an error in the number given. This year's statistics show values of 2,790*l.* furnished by Germany (and Austria), 1,233*l.* by France, 500*l.* by Great Britain, and 205*l.* by Spain.

The demand for building materials continues on the increase. Building materials. A considerable quantity of bricks were imported from France and Spain, those produced on the spot being small and inferior in quality. Sweden furnished 2,100*l.*, and Great Britain 605*l.* worth of deal planks. Of iron and its manufactures Germany has supplied the greatest amount, England takes a good second place, and Belgium the third, the remainder coming from France.

The importation of both raw and manufactured silk shows Silk. some diminution in 1891. This is chiefly at the expense of Italy, which furnished 2,560*l.* of raw silk in the preceding year, and now appears with a figure of only 80*l.* No doubt a considerable quantity of silk from Italy finds its way to Morocco in French bottoms, and is attributed in the statistics to France. Germany and Spain, each of which supplied a small quantum, estimated at 320*l.* in 1890, show blanks for the year 1891. The British supply of raw silk has progressed from 400*l.* to 560*l.*, whereas in silk manufactures the importation has sunk from 1,440*l.* in 1890 to 320*l.* in 1891. Spain, which appeared to have furnished no silk textiles in 1890, now appears on the list with a value of 400*l.*, and Germany, which was in the same case, with 80*l.*

Crushed sugar has by this time entirely supplanted brown Sugar. sugar, and its importation has risen from 5,382*l.* in 1890 to 19,503*l.* in 1891, of which 14,711*l.* were either supplied by France alone, or in part from Germany and Austria through France.

Loaf sugar marks but a slight variation; as against a value of 118,013*l.* landed at Tangier, Laraiche, and Rabat in 1890, we have 121,298*l.* brought into the same ports in 1891.

The tea trade also registers a slight progress, from 34,646*l.* for Tea. the same three ports during 1890 to 37,159*l.* during 1891. Great Britain has the virtual monopoly of it.

The export returns of Tangier for 1891 are exceedingly satisfactory. Exports. They show the highest total that has been registered since 1885, and surpass those of 1890 by about 75,000*l.* The exports to Great Britain have increased in a larger proportion than those to any other country, except Spain, the former increased by about 45 per cent. and the latter by about 47 per cent.* A considerable rise is noticeable in several staple articles, as in dates,

* See, however, Vice-Consul Frost's observations on "Exportation at Rabat during 1891."

goatskins, hides, and slippers. The latter industry, which seemed to be on the decline since 1888, has apparently taken a new impetus. Out of 27,840*l.*, a value of 25,710*l.* was sent to Great Britain and the British possessions, especially Gibraltar, whence they are shipped to Egypt.

Dates. Of dates the quantity exported this year is nearly double as much as in 1888, since which year it has been steadily rising, three-quarters going to Great Britain.

Goat-skins. The goat-skins noted as exported to England amount in value to 11,505*l.* out of a total of 17,986*l.* exported. The ultimate destination is the United States of America.

Woollen stuffs. A considerable quantity of woollen stuffs left Tangier for foreign countries in 1891. A great demand for these articles of Morocco manufacture has arisen in Egypt, whither they are sent through Gibraltar; hence nearly half of the exportation (5,360*l.* out of 13,760*l.*) is credited to Great Britain. The remainder, 8,400*l.* goes for the most part to the French possessions in North Africa.

Oxen. The number of oxen exported from Tangiers has been unusually large in 1891. The normal yearly number exported is between 10,000 head and 11,000 head. Strictly speaking, the exportation of cattle is not free to commerce, but England was originally granted a limited number for her garrison at Gibraltar. Other nations having claimed an equal privilege without having the same requirements, the concession in their case has assumed a commercial character. This year, exceptionally, Portugal has imported 1,581 heads; Spain has taken 7,070, an unusually high number; Great Britain 9,884; and France 298; making a total of 18,833 heads.

Oxen constitute the most considerable item of the exportation to Spain, amounting in value to 42,420*l.* Its only other articles worthy of notice are eggs, with a figure of 29,275*l.*, fowls, bees, dates, and marjoram.

A certain number of goat-skins and hides, and some beeswax, were also exported to Italy.

The financial situation during the year under consideration has been extremely unsatisfactory. The value of the currency experienced a sudden depression about the month of June, and from that time to the end of the year the premiums payable on French and English gold varied from 9 per cent. to 14 per cent.

The agriculture of the Tangier district during this period presents absolutely no features worthy of any remark.

TANGIER.

7

RETURN of all Shipping at the Port of Tangier during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	225	299	59,825	301	59,550
French	1	60	141	89,358	142	89,418
Spanish	257	3,817	208	65,281	465	69,098
German	...	...	36	34,635	36	34,635
Italian	2	211	8	17,938	10	18,149
Dutch	3	426	8	5,144	11	5,570
Austrian	...	...	5	6,247	5	6,247
Other countries ...	10	743	...	...	10	743
Total	275	5,482	705	277,928	980	283,410
„ for the year preceding ...	...	...	...	...	1,176	334,267

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	60	300	59,735	302	59,795
French	1	60	132	85,533	133	85,593
Spanish	247	3,539	206	65,060	453	68,599
German	...	...	37	36,453	37	36,453
Italian	2	211	8	17,938	10	18,149
Dutch	3	426	8	5,144	11	5,606
Austrian	...	...	5	6,247	5	6,247
Other countries ...	3	112	...	...	3	112
Total	258	4,444	696	276,130	954	280,574
„ for the year preceding ...	...	...	...	...	1,010	319,422

RETURN of the Principal Articles of Export from Tangier during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Birdseed	Cwts. ...	3,465	1,733	6,420	2,839
Beeswax	„ ...	1,006	6,036	1,025	6,150
Carpets	Bales ...	215	3,225	169	2,555
Crockery	Boxes ...	31	310	33	330
Dates	Cwts. ...	4,014	12,042	3,794	8,382
Dyes... ..	„ ...	2,360	4,710	1,516	2,320
Eggs... ..	Thousands	17,613	35,227	21,661	39,042
Fowls	Dozens ...	10,695	6,417	6,938	4,162
Goat-skins	Cwts. ...	5,139	17,986	2,972	10,253
Goat-hair	„ ...	369	635	294	474
Hides	„ ...	1,151	2,072	369	1,108
Leather (flaly) ...	„ ...	35	106	200	532
Moorish curiosities	Packages ...	277	1,985	422	3,428
Oxen... ..	Head ...	18,833	112,998	10,838	65,061
Slippers	Bales ...	928	27,840	630	18,900
Wool, washed and greasy	Cwts. ...	126	442	296	858
Woolen stuffs	Bales ...	278	13,760	116	5,800
Sundries	...	...	7,544	116	7,442
Total	...	...	255,068	...	179,718
Specie	...	...	66,755	...	93,705
Grand total	...	...	321,823	...	273,421

RETURN of the Principal Articles of Import to Tangier during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Bags, empty	 Bales	338	£ 2,290	258	£ 1,880
Bricks and tiles	... ..	...	7,840	...	1,814
Candles	 Cwts.	3,471	6,943	3,009	6,018
Caps, red	 Dozens	1,080	1,080	1,600	1,600
Cement	 Cwts.	6,905	1,339	8,347	1,487
Chemicals and drugs	 Packages	689	2,267	953	2,937
Cloth...	 Bales	194	26,140	190	26,100
Coals...	 Tons	1,865	2,798	1,200	1,800
Coffee	 Cwts.	761	3,044	807	3,228
Copper and brass	... ..	716	2,968	486	2,360
Cotton manufactured goods	 Bales, cases, &c.	2,931	184,240	3,708	224,650
Cotton, raw...	 Cwts.	384	1,440	1,040	3,900
Crockery, china, &c.	 Packages	657	5,245	817	4,970
Deal planks and timber	... ..	...	4,405	...	3,491
Dyes (campeachy, cochineal)	 Cwts.	339	2,065	454	2,145
Firearms, gunpowder, &c.	 Packages	605	1,308	417	1,845
Flour...	 Cwts.	7,026	7,032	5,112	4,325
Furniture	 Packages	1,123	3,951	1,211	4,081
Glassware	... ..	991	4,723	556	2,844
Groceries and provisions	... ..	6,997	11,832	6,946	12,082
Gum, benzoin	 Cwts.	139	695	786	2,040
Gypsum	... ..	12,292	1,229	11,071	1,108
Hardware, nails, wire, &c.	 Packages	1,527	7,136	...	7,651
Hides, fresh and dry	 Cwts.	598	743	1,050	1,300
Incense and perfumery	 Packages	173	1,320	142	1,510
Linen, manufacture	 Cases	85	1,700	241	4,500
Matches	 Gross	11,900	1,190	30,500	3,050
Oils, colza, linseed, and olive	... ..	...	1,392	...	659
Iron, ironware, iron rafters, &c.	 Cwts.	9,320	7,335	18,706	9,253
Oil, petroleum	 Cases	6,281	1,643	6,477	1,955
Paints	 Cwts.	840	698	1,038	1,426
Silk, manufactured	 Cases	71	5,660	72	5,760
" raw	 Cwts.	1,062	42,480	1,123	45,120
Spices	... ..	2,170	4,878	1,511	6,712
Stationery, paper, &c.	 Packages	503	2,057	1,329	4,174
Sugar, brown and crushed	 Cwts.	4,852	5,225	6,178	6,537
" loaf	... ..	12,934	16,737	15,665	18,300
Tea	 Chests	5,018	22,582	5,309	23,890
Tobacco	 Cwts.	2,255	6,930	2,327	7,592
Wines, spirits, ale, &c.	 Packages	...	11,275	...	9,789
Sundries	... ..	...	23,347	...	30,584
Total	... ..	...	448,289	...	505,864
Specie	... ..	...	42,500	...	50,600
Grand total	... ..	...	490,789	...	556,464

TABLE showing the Total Value of all Articles Exported from and Imported to Tangier from and to Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain and				
Gibraltar	130,525	90,925	234,247	294,033
France and Algeria ..	30,791	25,968	141,861	151,847
Spain	80,894	54,390	13,375	11,466
Germany	416	405	50,087	39,785
Italy	2,669	5,914	1,285	4,593
Belgium	88	135	2,143	564
Portugal	9,865	..	283	..
Holland	..	..	1,247	1,500
Sweden	..	..	2,190	2,076
La Plata	..	1,266	..	..
Other countries ..	..	713	1,571	..
Total	255,068	179,716	443,289	505,864

RABAT.

Mr. Vice-Consul Frost reports as follows:—

The trade of 1891 at this port is distinguished from all its predecessors in presenting the largest amount for imported goods increase in. hitherto attained, the total value being 164,372*l.*, an increase of 30 per cent. over the previous year. On the other hand exports decrease in. have declined to 49,850*l.*, a loss of about the same percentage.

In imports, Great Britain, with a value of 101,590*l.*, gains Imports from 14,645*l.*, equal to 17 per cent.; France, with 51,545*l.*, gains Great Britain 18,734*l.*, or more than 50 per cent.; and Germany, with 9,997*l.*, France, and gains 3,792*l.*, or 60 per cent. Germany.

In exports, Great Britain, with a value of 12,523*l.*, loses Exports to 20,403*l.*, or 62 per cent.; France, with 34,537*l.*, loses 701*l.*, or Great Britain, 2 per cent.; while Germany, with 1,664*l.*, gains 871*l.*, or 50 per France, and cent. Germany.

In the aggregate British trade has thus retrograded by Aggregate 5,758*l.*, or 5 per cent.; French trade has improved by 18,033*l.*, trade. or 26 per cent.; and German trade is better by 4,663*l.*, or 67 per cent.

The activity in the import trade has been remarkable, con- Activity in sidering the financial crisis under which the country is labouring, import trade. and which has made remittances such a difficult and costly operation. To the low prices to which the staple commodities in consumption in this district have fallen in the producing countries much of this activity may be attributed. Cotton goods, sugar, tea, and candles, to mention some of the principal articles current here, were never cheaper, and it may be taken as specially true of

poor countries, such as Morocco, that every reduction in cost is followed by a corresponding widening of demand. This is strikingly illustrated in the case of tea and sugar, until recently the luxury of the few, and now found in almost every tent of every Arab Douar.

The various items of British imports call for no special remark. Almost every description of goods occupies an improved position. Cotton goods show the moderate increase of 6,781*l.*, equal to 10 per cent., bringing the total up to 1,009 bales, value 73,846*l.*, or about 45 per cent. of the total value of all imports. Tea overtops every former return with 2,585 half-chests, value 10,340*l.*, an increase of 30 per cent., and the like may be said of candles, of which 2,487 cwts. were landed, valued at 4,974*l.*, being nearly double the quantity and value of the previous year. The sole exceptions to the general advance are in iron and cloth. The former being difficult to land from steamers in rough weather has been overcarried to Dar-el-Baida in larger quantity than usual, and of the latter none has been imported. For some years past the only British cloth used here has been for army purposes, for account of the Moorish Government, whose requirements (smaller than usual) were met from existing stocks in the past year.

Of the total import from France of 51,545*l.*, no less than 34,556*l.* represents loaf sugar, of which 26,638 cwts. were landed, against 17,951 cwts. in 1890. With the exception of a small import of 115 cwts. from Belgium, all the loaf sugar consumed here was from the French refineries in Marseilles. Comparatively little of this article was overcarried, the French steamships having made special efforts to obviate this by waiting for fine weather when necessary, and occasionally by returning from Dar-el-Baida.

Germany has increased her import of cloth and woollens by 4,000*l.*, of hardware (principally enamelled hollow-ware) by 1,283*l.*, and appears for the first time as a sharer in the tea trade, of which article 147 half-chests arrived from Hamburg.

In contrast to the satisfactory features presented by the import statistics, the export trade has been most disappointing, having shrunk from 69,503*l.* in 1890 to 49,850*l.*, and I regret to add that the whole of this loss falls on exports to Great Britain, which have reached the lowest point yet touched. This decline (to Great Britain) is made up as follows in round numbers, namely, in wool, 8,000*l.*; in beans, 5,000*l.*; in carpets, woollens, and slippers (destined for the east, via Gibraltar), 4,000*l.*; in goat-skins (destined for the United States, via London), 3,000*l.* The two last items do not affect the trade of the mother country otherwise than in the subsidiary matter of carriage, and I need, therefore, only address myself to the two first mentioned, namely, wool and grain.

The total shipments of wool were 8,795 cwts., a decline of 2,206 cwts. from 1890; but whereas in the last-named year 4,350 cwts., or half the total export, went to Great Britain, only 1,469 cwts. were so destined in 1891. The explanation of this

circumstance lies in the fact that almost the whole clip was bought by French houses for the north of France, at prices which buyers for England and elsewhere were unable to follow. Parcels which had been purchased for the English market were resold on the spot to French commission agents on more attractive terms than there was any prospect of realising in the Liverpool market, where Morocco wools have been very slow of sale for some time, and considerable stocks, I hear, have accumulated.

The short export of grain is explained by the ravages of Grain locusts. At any time the quantity shipped is trifling.

Exports to France have gained in wool, 3,770*l.*, or 22 per cent., but lost in goat-skins 4,523*l.*, or 30 per cent. Exports to France.

Germany's gain is entirely in skins, transhipped in Hamburg, Exports to Germany. for the United States. She took nothing for consumption in Germany.

The navigation return shows but little variation from the Navigation. previous year, and the steamers of the various lines have in general been successful in operating, although I am bound to say the port service is far from being as efficient as it ought to be. Rumours are current that a steam tug has been ordered by the Moorish Government for this port, but unless it is a much superior craft to those furnished to some of the other ports it will be of little use in a bar harbour. In addition to the tug Decked lighters. of goods in crossing the bar, where heavy seas often break, damaging the cargoes in the present open lighters, and giving rise to numerous claims on underwriters.

Specie (which in accordance with my rule is not included Specie. in the trade statistics) has been imported to the amount of 2,186*l.*, and exported to the amount of 21,550*l.* Bills on Europe have Bills. been obtainable with difficulty and at unprecedentedly high rates High of premium, ranging from 16 per cent. to 18 per cent. Spanish premium. silver, in lieu of 2 per cent. to 3 per cent. the normal rate for many years.

Mercantile transactions have consequently been greatly hampered, and the unlooked for rise in exchange to the extent indicated involved many merchants in serious losses on remittances.

Trade has now adapted itself to the new conditions in this respect, and with the prospect of one of the most abundant harvests Morocco has ever produced, there appears no reason to doubt that in the near future the difficulties of exchange will be greatly ameliorated.

RETURN of all Shipping at the Port of Rabat during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	26	22	17,926	23	17,952
French	...	...	34	22,290	34	22,290
Spanish	10	202	12	8,724	22	8,926
German	...	...	8	4,344	8	4,344
Portuguese	9	224	...	...	9	224
Other countries	2	206	...	...	2	206
Total	22	658	76	53,284	98	53,942
„ for the year preceding	23	1,061	69	54,657	92	55,718

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	26	22	17,926	23	17,952
French	...	...	34	22,290	34	22,290
Spanish	10	202	12	8,724	22	8,926
German	...	...	8	4,344	8	4,344
Portuguese	9	224	...	...	9	224
Other countries	2	206	...	...	2	206
Total	23	658	76	53,284	98	53,942
„ for the year preceding	24	1,218	69	54,657	93	55,875

RETURN of the Principal Articles of Export from Rabat during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Wool	Cwts. ...	8,795	26,371	11,001	30,273
Woollen goods	Bales ...	103	6,315	92	7,430
Goat-skins	„ ...	2,005	13,587	2,707	19,540
Grain, beans and maize	Quarters ...	805	805	5,420	6,390
Other articles	...	...	2,772	...	5,870
Total	...	...	49,850	...	69,603

RETURN of the Principal Articles of Import to Rabat during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Cotton goods and yarn	Bales	1,009	£ 73,846	878	£ 67,065
Loaf sugar	Cwts.	26,753	34,706	19,624	23,547
Tea	Chests	2,732	10,920	1,969	7,376
Cloth and woollens	Bales	218	8,212	107	5,960
Candles	Cwts.	2,501	5,003	1,433	3,045
Other articles			31,685		19,326
Total			164,372		126,819

TABLE showing the Total Value of all Articles Exported from Rabat and Imported to Rabat from and to Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	12,523	32,923	101,690	86,945
France	34,537	35,238	51,545	32,811
Germany	1,664	793	9,997	6,205
Other countries	1,126	546	1,240	853
Total	49,850	69,503	164,372	126,819

Agriculture.

The agricultural retrospect is of the most gloomy character. Locusts. Swarms of locusts made their appearance from the south in May, and devoured every green thing. In June the young locusts were hatched, and swarmed in millions over the country, invading the town, and filling the houses near the walls, in spite of every effort to keep them back, and of fruitless attempts by various devices to prevent them entering the orchards and gardens. Only walled gardens escaped, and that was due solely to the liberal employment of labourers, constantly engaged in stemming the tide of insect life. The grain crops, which are not widely grown in this district, were, so far as wheat and barley are concerned, saved from entire destruction by the late appearance of the insect pest. Other grains were not sown. Of wheat about half and of barley one-third were lost. Fruit and vegetable growers were, however, the greatest sufferers. The crop of grapes, in ordinary seasons of considerable importance, was entirely destroyed; and the orange crop, now being gathered, is 80 per cent. below the average. I am probably within the mark when I estimate the loss in these two fruits alone at 10,000*l*.

Wheat and
barley.
Fruit and
vegetables.

Imports of
fruit and
vegetables.

The dearth of fruit and vegetables was in some measure met by importations from Spain and Portugal, viâ Gibraltar and Tangier. Considerable quantities of apples, grapes, melons, tomatoes, &c., were landed from the various steamers, but were of course too dear for purchase by the poorer classes of natives, who felt much the hardship of being deprived of the usual supply of cheap and wholesome fruit.

Crop
prospects.

The prospect for the coming crops could not, at the date I am writing, be more brilliant. Abundant rains have fallen, unattended by the not uncommon too prolonged intervals of drought; and vegetation is consequently luxuriant beyond precedent, affording ample pasturage for cattle.

Prices of
wheat and
barley.

The price of wheat in this market to day is equal to 5s. per 112 lbs. English, and of barley 4s. 6d. per 112 lbs.

LARAICHE.

Mr. Vice-Consul Imossé reports as follows:—

RETURN of all Shipping at the Port of Laraiche during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	10	330	28	22,335	38	22,665
French ...	1	79	27	14,871	38	14,950
German ...	...	...	7	4,434	7	4,434
Norwegian ...	1	113	...	...	1	113
Portuguese...	45	2,407	...	...	45	2,407
Spanish ...	96	2,457	15	8,732	111	11,189
Total ...	153	5,386	87	50,372	240	55,758
„ for the year preceding ...	...	...	...	...	346	56,769

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	10	330	28	22,335	38	22,665
French ...	1	79	27	14,871	38	14,950
German ...	...	...	7	4,434	7	4,434
Norwegian ...	1	113	...	...	1	113
Portuguese...	45	2,407	...	...	45	2,407
Spanish ...	96	2,457	15	8,732	111	11,189
Total ...	153	5,386	87	50,372	240	55,758
„ for the year preceding ...	...	...	...	...	346	56,769

RETURN of the Principal Articles of Export from Laraiche
during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Barley	Quarters ...	2,490	2,999	...	...
Beans	" ...	20,853	28,890	66,750	66,750
Birdseed	" ...	3,662	6,074	2,220	2,756
Gazool	Cwts. ...	...	...	2,638	2,111
Oranges	Thousands ...	2,445	1,467	3,410	1,636
Peas	Quarters ...	1,562	4,407	4,830	4,830
Wool, greasy	Cwts. ...	6,506	15,615	7,187	17,240
Other articles	...	...	2,181	...	1,411
Total	...	...	61,583	...	96,734

RETURN of the Principal Articles of Import to Laraiche during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Candles	Cwts. ...	7,428	7,423	2,186	5,139
Cotton manufactured	Bales ...	449	32,656	103	7,500
Earthenware	Hampers ...	179	1,459	...	...
"	Packages ...	...	...	245	1,056
Firearms	...	...	1,092	...	16,000
Hardware	Packages ...	320	2,296	...	...
Iron	Cwts. ...	4,284	2,612	10,232	5,700
Matches	Gross ...	4,270	513	7,600	2,100
Petroleum	Cases ...	3,046	1,218	...	...
Silk, raw	Cwts. ...	169	8,009	...	...
Spices	" ...	1,132	2,500	390	2,574
Sugar, loaf	" ...	53,217	69,355	63,334	65,666
Tea	Chests ...	709	3,557	555	2,880
Woolen cloth	Yards ...	14,700	2,940	1,800	460
Other articles	...	...	7,171	...	9,643
Total	...	...	143,498	...	118,718

TABLE showing the Total Value of all Articles Exported from
Laraiche and Imported to Laraiche from and to Foreign
Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	17,719	34,461	62,744	34,839
France	9,867	13,691	71,113	67,879
Spain	24,098	19,647	..	..
Portugal	9,899	28,935	..	..
Total	61,583	96,734	183,857	102,718

TETUAN.

Mr. Consular-Agent Nahon reports as follows:—

RETURN of all Shipping at the Port of Tetuan during the
Year 1890.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	50	806	1	30	51	836
Spanish	63	484	4	2,016	67	2,500
French	...	...	3	526	3	526
Total	113	1,290	8	2,571	121	3,861
„ for the year preceding ...	...	...	...	...	123	5,027

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	50	806	1	30	51	836
Spanish	64	380	4	2,016	68	2,396
French	...	...	3	526	3	526
Total	114	1,186	8	2,571	122	3,707
„ for the year preceding ...	...	...	...	...	131	5,036

RETURN of Principal Articles of Export from Tetuan during the
Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Almonds	Cwts. ...	116	\$ 700	240	\$ 1,440
Baskets, empty	Pieces ...	3,600	30	13,600	102
Beans	Quarters ...	...	...	290	300
Canary seed	Cwts. ...	21	21	50	50
Cloth, Moorish	Bales ...	2	10	...	...
Eggs	Pieces ...	1,952,800	3,400	500,000	900
Fish	Barrels ...	35	21	...	...
Fowls	Dozens ...	215	81	76	38
Fresh fruit	...	...	...	...	890
Goat skins	Cwts. ...	3	12	30	360
Linseed	...	196	393	2,374	1,187
Maize	Quarters ...	40	47	383	100
Nuts	Pieces ...	...	...	180	39
Nuts	Cwts. ...	150	112	350	254
Olive oil	Barrels ...	...	...	228	1,320
Onions	Cwts. ...	...	...	2,400	600
Oranges	Pieces ...	...	1,142	2,130,000	1,278
Pears	...	...	11	...	...
Raisins	Cwts. ...	150	60	280	112
Slippers	Pairs ...	...	...	180	22
Vegetables	...	...	87	...	...
Wax	Cwts. ...	120	633	480	2,400
Sundries	...	...	...	...	1,126
Total	...	...	6,770	...	12,228

RETURN of Principal Articles of Import to Tetuan during the
Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.]
			£		£
Aniseed	Sacks	82	240	...	...
Bags	Bales	22	264	...	...
Brass and copper	Cwts.	...	...	186	390
Candles	Boxes	538	360	160	320
Carpets	Bales	13	512	...	...
Cement	Barrels	145	217	...	...
Cloth	Bales	67	4,352	...	...
Cotton, manufactured	Pieces	...	...	1,000	7,000
	Bales and boxes	440	22,201	650	30,050
Coffee	Bales	40	98	80	3,200
Crockery and glassware	Cwts.	170	744	130	650
Drugs	Boxes	336	1,309	241	558
Furniture	Hampers	21	180	...	620
Gold, manufactured	Bales	386	1,883	...	1,010
Hardware	Boxes	6	600	...	...
	Barrels and boxes	145	2,000	185	1,850
Hides	Pieces	680	484	667	400
Iron	Cwts.	3,382	1,454	3,970	1,780
Matches	Gross	3,000	235	3,500	300
Machinery	Bales	9	97	...	...
Oil and petroleum	Boxes and tins	2,654	1,144	2,404	947
Plaster of Paris	Bags	353	70	...	...
Paper, writing	Bales	139	111	...	...
Rice	Bales	733	597	246	193
Salt, common	Cwts.	...	...	7,500	375
Saltpetre	...	1,607	65	400	800
Silks	...	523	284	20	1,000
Spices and soap	...	114	5,709	...	...
	Boxes and hampers...	155	360	120	330
Sugar	Cwts.	4,950	6,206	4,969	6,217
Steel	...	300	300	382	382
Shoes	Boxes	4	94	...	...
Tea	Chests	130	186	116	464
Tin	Bales	551	212	...	...
Wax	Bags	9	45	...	...
Wine and spirits	Chests	294	3,127	...	400
Wool, manufactured	Bales	15	1,260	...	...
Sundries	...	...	5,000	...	2,451
Total		...	62,440	...	61,679

TABLE showing the Total Value of all Articles Exported from Tetuan and Imported to Tetuan from and to Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Gibraltar	4,650	10,128	61,310	60,639
Spain	2,120	2,100	1,130	1,040
Total	6,770	12,228	62,440	61,679

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N^o. 1221.
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AND FINANCE.

MO R O C C O.

REPORT FOR THE YEAR 1892
ON THE
TRADE AND AGRICULTURE OF THE DISTRICT
OF MOGADOR.

REFERENCE TO PREVIOUS REPORTS, Annual Series Nos. 1011 and 1020.

*Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.*

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MOROCCO.

MOGADOR.

Consul Payton to the Earl of Rosebery.

My Lord,

Mogador, March 28, 1893.

I HAVE the honour to transmit herewith my General Commercial Report and Tables of Statistics for the year 1892; also my Report on Agriculture in this District for the same period.

I have, &c.

(Signed) CHAS. A. PAYTON.

Report on the Trade and Commerce, &c., of Mogador for the Year 1892.

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Shipping and Navigation.

Shipping returns.	The shipping returns show but little variation from those of 1891, slightly noticeable features being a small diminution in the total tonnage of all shipping, and a little increase in the number of sailing ships visiting the port.
Slight diminution.	
Total tonnage.	The tonnage of all shipping entered gives 88,635 tons, and of clearances 88,523 tons, showing a falling-off respectively of 3,180 and 3,292 tons from the figures of the previous year.
One wreck.	The discrepancy between the entrance and clearance totals is due to the wreck of the Danish schooner "Signe," near the old Portuguese fort, on December 24, by stranding, in consequence of violent north-east wind and heavy sea.
Crew saved, as usual.	The crew were all saved, as fortunately happens in the case of most wrecks which take place in Mogador Bay, owing mainly to the sandy nature of the shore.
Vessel floated and repaired.	The vessel, although condemned by surveyors, was subsequently got off, and, being found to have sustained but little damage, was repaired and sent up to Gibraltar for sale.
Sailing ships.	The total of sailing vessels entered was 9 (against only 4 in 1891), of which 4 were British, 3 Norwegian, and 2 Danish; they were chartered for the transport of grain (barley, beans, and maize) to the United Kingdom, at a freight of about 3s. per quarter.
Grain freights.	

The total value of cargoes carried by British vessels amounted to 142,087*l.* in imports, and 107,484*l.* in exports, against 260,449*l.* and 120,144*l.* respectively in 1891. Value of
cargoes by
British
vessels.
Steamer lines.

The steamer service of the port remained unchanged, being performed by the five following lines:—Forwood Bros. and Co., London; N. Paquet et Cie, Marseilles; "Wörmann Linie," Hamburg; "Atlas Linie," Hamburg; "Compañía Trasatlantica," Barcelona and Cadiz.

Some interruption and delay were caused to the service of the German lines by the outbreak of cholera at Hamburg, causing stringent quarantine regulations to be enforced both in Morocco and at the Canary Islands, and doubtless appreciably affecting the returns of German trade with this coast. Cholera at
Hamburg.

The submerged wreck of the French steamer "Vérité" still remains in unpleasant proximity to the best steamer anchorage, but the buoy marking its position has been maintained in its place. Wreck of
steamship
"Vérité."

Considerable accumulations of sand in and near the various approaches to the water-port (boat passages, both natural and artificial, between reefs and ledges of rugged rocks) have caused the working and mooring of boats to be attended with more difficulty, and to need the exercise of more caution, than heretofore, and suggest the extreme desirability of some simple dredging operations, for want of which the loading and unloading of heavy cargo at low tide are considerably delayed. Sand
accumulations
near water-
port.

For similar reasons, the practice of throwing over any ballast in the Bay, either from ships' sides at anchor under cover of the night, or, as I have been informed, from the very lighters employed by the port authorities to convey the stuff to a suitable spot near shore, but letting it fall into the sea between the ship and the lighter instead, cannot be too strongly reprehended. Ballast
throwing at
anchorage.

Slight modifications have recently been made by the Sanitary Council for Morocco in the sanitary dues levied on shipping at this and other ports. Whereas formerly the dues ranged on vessels from 20 up to 150 tons and over, from 2½*l.* to 6*s.*, they are now fixed at 5*d.* to 8*s.* On the other hand, the charge for the pratique boat, to ordinary anchorage, is reduced from 4*s.* to 3*s.*, and a sanitary delegate's fee of 5*s.* (temporary) appears to be now abolished. Sanitary dues.

A somewhat novel feature in the maritime affairs of the year was the formation here of a syndicate under the style of "The Salvador Steamship Company," which now includes nearly all the principal merchants of Mogador. A Mogador
shipping
syndicate.

Although the actual shipping operations of this company in 1892 appear to have been confined to the chartering of one Norwegian steamer, the "Ansgarius," by which sugar was imported, and a general cargo shipped from Mogador, yet certain financial negotiations in connection with a contract with one of the regular lines of steamers appear to have been attended with so substantial a pecuniary profit as to prove eminently satisfac-

tory to "Salvador" shareholders as the result of the first year of existence.

German.
man-of-war.

The port was visited by only one foreign Government vessel, the German cruiser-corvette "Gneisenau," 26 guns, which arrived on November 2 from Casablanca (Dar-al-baida), and proceeded on the 4th for Teneriffe.

One yacht,
British.

One British yacht paid a brief visit, the "Esperanza," R.T.Y.C., which arrived on March 16 from the Canary Islands, and sailed the next day for Tangier.

Shipping
prospects,
1898.

At the present moment, owing to agricultural depression in consequence of lack of rain and ravages of locusts, the outlook is by no means encouraging, either for the maintenance of the average of prosperous years in general cargoes for steamers, or for the offering of much in the way of grain freight for sailing ships.

General Commerce.

Total exports
and imports.

The general trade of the year gives the total of 491,063*l.*, being lower by 182,708*l.* than the amount of exports and imports for the previous year.

Oil and goat-
skins.

This unsatisfactory result appears to be referable in exports principally to a remarkable falling-off in two very important articles, olive oil and goat-skins; and, in imports, partly to a reaction, owing to previous over-importation through keenness of competition, specially shown in the much lower figures of manufactured cottons, which give a deficit from 1891 of 72,763*l.*

British share.

Great Britain's share in the above total amounts to 276,090*l.* (149,887*l.* in imports and 126,203*l.* in exports), or about 56 per cent. of the gross trade of the port, being 1 per cent. over the proportion for the previous year, but considerably below the average of the preceding 12 years, a result mainly attributable, doubtless, to German competition.

German
competition.
France.

The French share amounted to 139,591*l.* (imports, 80,933*l.*; exports, 58,658*l.*), or 28½ per cent., being very similar to the proportion shown in the tables for 1891.

Germany.

Germany, with 14,989*l.* in imports, and 26,514*l.* in exports, claims 8¼ per cent. of the total, being rather more than the percentage of British trade lost since the establishment of the German lines of steamers.

Morocco
Coast.

The Morocco Coast shows, like last year, about 6 per cent. of the trade, having 3,574*l.* in imports and 19,700*l.* in exports.

Spain.

Spain appears to have only about ¾ per cent., her total of exports and imports, according to such statistics as are available, giving only 3,777*l.*, or a diminution from the previous year of 6,101*l.*

Belgium.

Belgium, as last year, figures in the import table only, to the value of 3,768*l.*, or about ¾ per cent.

Italy.

Italy appears in the export table only for 3,060*l.* (calf-skins, 3,000*l.*; citrons, 60*l.*).

Exports.

The general exports, valued at 235,864*l.*, show a diminution Falling-off.
of 67,555*l.*

The exportation of specie, 38,442*l.*, though lower by 2,208*l.* Specie.
than in 1891, is evidently much higher than is commensurate with
a healthy producing condition of an agricultural and pastoral
country.

The distribution of exports gives to Great Britain 126,203*l.*, Distribution.
or 53½ per cent., against only 40 per cent. in 1891; France,
58,658*l.*, or 24½ per cent.; Germany, 26,514*l.*, or 11¼ per cent.;
Morocco Coast, 19,700*l.*, or 8½ per cent.; Italy, 3,060*l.*; and
Spain, 1,729*l.*

Unlike many other products, almonds seem to have been Almonds.
a good crop, their shipments reaching the important figures of
45,500*l.*, being an increase of 16,850*l.* over the amount for 1891.

Barley, though the exportation, not much encouraged by Barley.
prices in Europe, was small, and mostly for account of the
Moorish Government (shipment of barley received in tithes),
gives an increase of 89*l.* over the figure for the previous year.

Beans—a much more considerable article of export from Beans.
these southern districts than the finer cereals—give the total of
9,495*l.*, for a corresponding number of quarters, of which 6,460*l.*
went to Great Britain, 2,970*l.* to Germany, and 65*l.* to Spain,
the total for 1891 having been only 215*l.*, for 172 quarters.

Wax shows the considerable increase of 2,265*l.*, the total value Beeswax.
of shipments being 17,025*l.*, of which Great Britain took 11,625*l.*,
France and Germany the remainder.

As in 1891, a very small trade in bones was done, the value Bones.
being estimated at 112*l.*

Calf-skins, valued at 3,040*l.*, show an increase of 232*l.*; with Calf-skins.
the exception of a small consignment, valued at 40*l.*, to France,
they all went to Italy, not direct, but by French steamers to
Marseilles in the first instance.

Citrons, of which Germany took most, show a diminution of Citrons.
1,320*l.*

On the other hand, the little cummin-seed gives an increase Cummin-seed.
of 1,377*l.*

The exportation of eggs, giving 240*l.* for 160,000, shows a Eggs.
considerable falling-off.

Esparto is, as usual, a very small item.

Esparto grass

Noticeable features in the exportation of goat-skins are the Goat-skins.
falling-off in the gross total, 59,205*l.*, being 34,425*l.* less than in
1891, the largely increased proportion of this former French
monopoly taken by Great Britain (though mostly for transship-
ment to America), the value being 24,810*l.*, against 15,639*l.* in
1891, and 8,865*l.* in 1890, and the corresponding decrease in
shipments to France. With reference to the above estimate, it
may be desirable to mention that it is calculated on bales of
2 cwts. each, or seven dozens of skins, a ton representing 70
dozens; formerly for the French market bales of six dozen
(1527)

formed the customary package, but latterly, both to England and France, bales of 7, 8, and sometimes even 9 dozen have been shipped.

I am informed that for the English and American markets bales of 100 skins are more saleable.

Gums. The total exportation of gums, including amrad, brown, sandarach, and Senegal, amounted to 28,760*l.*, showing a diminution of 6,571*l.* The falling-off is specially noticeable in Senegal gum, the value of sandarach, on the other hand, being actually some 5,000*l.* higher than in 1891.

Maize. Of maize 2,185 quarters were shipped (1,480 quarters to England, the rest divided between Germany, Spain, and the Morocco Coast), the total value, 1,966*l.*, showing an advance over the previous year of 634*l.*

Olive oil. The shipments of olive oil, amounting to 5,460*l.*, show the great decrease of 38,430*l.* from the exportation of 1891, while in 1890 it realised the important figure of 138,720*l.* The crop was a short one, a result to which ravages of locusts in some districts contributed. Prices in Europe did not encourage shipments, and, of the above small total, the value of 4,865*l.* went to Tangier, England taking the remaining 595*l.*

At time of writing there seems a slight revival in this important branch of our export trade, as I am informed that as much oil has already been shipped in the first quarter of 1893 as during the whole of the previous year.

Orris-root. Orris-root, though comparatively a small item, shows, with 1,890*l.* for 63 tons, more than double the value for 1891.

Ostrich feathers. There is considerable falling-off in feather shipments, the value, 4,565*l.*, being not much more than a quarter that of 1891.

Rose-leaves. Rose-leaves gave only about one-third of their previous year's value.

Sheep-skins. Sheep-skins, estimated at 3,912*l.* for 7,824 dozen, show an increase of 840*l.* Of the above quantity only 144 dozen went to England, 3,480 dozen to France, 4,200 dozen to Germany.

Walnuts. Walnuts give 402*l.*; whereas the previous year the value was so small as to be included in "sundries."

Wheat. Seventy quarters of wheat, valued at 120*l.* (free on board), were shipped to Tangier. This being equivalent to about 1*l.* 17*s.*

High price. per quarter, it is quite evident that, with the addition of freight and expenses, Mogador wheat, hampered by the present heavy customs duty, is unsaleable in European markets at ordinary rates.

Wine. A further slight increase is noticeable in the exportation of native wine, the value being 232*l.* for 2,320 gallons, against 60*l.* for 600 gallons in 1891.

The bulk of the shipments went to other Moorish ports, and 160 gallons to England. Whereas the 600 gallons of 1891 all went to Germany, none appears in the German export list for 1892, so it would seem that the produce of Barbary can hardly compete in the "Fatherland" with wines of German production and manufacture.

The amount of washed wool, valued at 5,850*l.*, was only about half that of the previous year. About three-fourths of it went to England, the rest to Germany and France. Wool.

On the other hand, wool in grease, valued at 2,520*l.*, showed an increase of 1,728*l.*

Of specie, as might be expected from the diminished production of local produce for shipment, the exportation was considerable—38,442*l.*, of which 13,447*l.* went to Gibraltar, 12,320*l.* to the Morocco Coast, 11,600*l.* to France, 235*l.* to Germany, 840*l.* to Spain. Specie.

The small value of 736*l.* is put down to “sundries,” which appear to have included, to England, olives and goats-hair; to France, Moorish carpets; to Germany, goats-hair and apricot kernels; to Spain, dates; to the Morocco Coast, canary seed, native brandy, and figs. Sundries.

Imports.

The total of all imports, 255,199*l.*, shows the considerable decrease of 115,153*l.* from that of the previous year. Large diminution.

Of the above, Great Britain sent 149,887*l.*, or nearly 59 per cent., France 80,933*l.*, or 31½ per cent., Germany 6 per cent., the Morocco Coast and Belgium 1½ per cent. each, and Spain 1 per cent. Distribution.

Amber beads, from Great Britain, give the value of 1,050*l.*, a diminution of 5,150*l.* Amber beads.

Bagging, on the other hand, shows the considerable increase of 1,460*l.*, some 133,000 empty bags having been imported, in expectation of increased exportation of grain. Bagging.

Beer, mostly from Germany, gave the decrease of 188*l.* Beer.

Brass plates, for the production of the elaborately chased tea-trays and other articles, which are a Mogador speciality, show the more considerable diminution of 870*l.* Brass plates.

Still more noticeable is the falling-off in candles, the total, 3,576*l.*, mostly from Great Britain, being less than that of 1891 by 5,964*l.* It is satisfactory to see England sending 3,150*l.* of the above value, in an article which was formerly almost a French monopoly, France contributing only 420*l.*; and I have reason to believe that the candles which came from the United Kingdom were nearly all of British manufacture. Candles.

There is a marked rise in chemicals, valued at 1,140*l.*, mostly from France, and a slight increase in china, consisting principally of cups and saucers. Chemicals. China.

Cloth gives 2,200*l.*, only 35*l.* less than in 1891, but whereas in that year nearly all of it came from England, and a little from France, it is suggestive of the successful keenness of German competition in this line that, in 1892, Germany sent 9,750 yards, valued at 1,950*l.*, and Great Britain only 750 yards, valued at 250*l.* Probably, however, some considerable value of cloth may have

been included, in the former year, in the large amount of 5,336*l.*, which the German export tables put down under "sundries."

Cochineal and coffee. Cochineal and coffee, the former coming from the neighbouring Canary Islands, the latter from England, Germany, and France, both show a slight decrease.

Confectionery. That there was less money to spend on luxuries appears from the largely diminished importation of confectionery, value only 806*l.* (mostly from England), against 1,920*l.* in 1891.

Cotton. I made the suggestion of over-importation of manufactured cottons in my last year's report, and the falling-off in this important British staple is now painfully large, the value being only 106,045*l.*, against 177,500*l.* in 1891.

It is noteworthy, also, that even here German competition appears to be gaining ground, for 1,950 "pieces," of the estimated value of 1,170*l.*, came from Germany, though possibly of English origin.

Deals, earthenware, and empty casks. Deals, mostly from England in 1891, but apparently all from Germany in 1892, give the decrease of 475*l.*; earthenware is 825*l.* less—this article came in 1890 all from England, in 1891 from England and France, in 1892 from England and Germany; the large diminution of 3,876*l.* in empty casks points to the falling-off in the oil trade noticed in the previous section.

Glassware. In the article of glassware the value, 2,527*l.*, is higher than that of 1891 by 883*l.*; France again has the larger proportion, Great Britain sending glass to the value of only 642*l.*, and Germany this year comes in with an almost precisely similar amount.

Gums. Sundry foreign gums disappear from this year's list, unless a little may have been included in sundries, but there is 452*l.* for gum-benjamin, being 200*l.* more than in 1891.

Hardware. Hardware, valued at 6,797*l.*, is 623*l.* less than the previous year, but England seems to be holding her own in this department, sending 830 cwts., valued at 5,810*l.*, France contributing 721*l.*, and Germany 266*l.*

Hides. In South American ox-hides, used in sole-leather and heavy leather work generally, and coming mostly from England, there is an increase of 2,220*l.*

Iron. There is also a little augmentation in bar iron, which, as usual, though coming from England, was all of Swedish origin.

Linen. The importation of linen is insignificant, and gives only 100*l.*, against 200*l.* in 1891.

Matches. Matches—thin cheap wax ones—coming, as usual, nearly all from France, though Germany sent 35*l.* worth, give the important value of 2,485*l.*, an increase of 1,395*l.*

Machinery. A somewhat novel feature is the item of "machinery," eight packages, value 350*l.*, which is probably referable to a steam-mill recently set up in the Medina, or Moorish quarter, of Mogador.

Paint, petroleum, provisions. Both paints and petroleum show a slight increase, provisions also, but the relative amounts are not large.

Biscuits. The value of biscuits, about two-thirds from England and one-third from Germany, is 139*l.* in excess of the small amount for 1891.

There is a very marked falling-off in rice, but there is likely to be some increase in its importation this year, unless there is a speedy improvement in the present unfavourable agricultural outlook.

Silk goods, from France, show the significant diminution of Silks. 2,180*l*.

Another new feature in the year's list is the importation, from France, of silver bars to the value of 579*l*.

Spices in general (nearly all from England) and pepper (all from England) give the falling-off respectively of 1,244*l*. and 980*l*.

The amount of stationery, made up of wrapping-paper, writing-paper, and "various," is 985*l*., or 127*l*. less than the previous year; but if we add cigarette-paper, a new feature, value 160*l*., a slight increase will appear.

Of steel, which comes mostly from England, though Germany is making a beginning, the total value was only 325*l*., against 1,416*l*. in 1891.

The importation of loaf-sugar appears to be steadily increasing, the amount being 76,296*l*., or an advance of 5,821*l*. over 1891, and 18,744*l*. over 1890.

The distribution of the above amount is interesting, showing that France has, temporarily at least, regained her former ascendancy in this article, contributing the value of 69,768*l*., while England only sent 360*l*. worth, Germany 2,400*l*., Belgium 3,768*l*.

The falling-off in the importation from Germany is probably mainly referable to the check caused to the working of the German steamers during the prevalence of cholera in Hamburg, while the regrettable drop in the British trade in sugar, from 14,000*l*., in 1891, to 360*l*., may be qualified by the fact that most of the sugars which come here from Great Britain, and appear in the returns as British, are really of German or Belgian make.

Under the head of "sundries" we find a total of 956 packages, valued at 3,768*l*., whereas in the previous year goods to the value of over 16,000*l*. were so classified.

Careful enquiry, for the purpose of ensuring the completeness of the information given in this report, shows that English "sundries" to consist of cowrie shells, private effects, groceries, mineral waters, black tea, flour, carpets, and quicksilver, to a total value of 1,684*l*.

From Germany the amount of 1,216*l*. includes a very heterogeneous collection, viz., one barometer, one copying press, pictures, Hebrew books, butter, cement, chocolate, cigars, envelopes, wire, drugs, iron safes, gold-ware, indiarubber, wood-ware, two dogs, private effects, corks, lamps, leather, linen, liquors, metal ware, mineral water, musical instruments, sewing machines, umbrellas, sealing-wax, mirrors, toys, wall paper, carpets, clocks, scales, and soap.

French sundries (value 460*l*.) include flour, wall-paper, toys, playing cards, and carpets.

Spanish sundries, mostly from the Canaries, were of a vegetable

nature, and included bananas and other fruits, chestnuts, beans, and potatoes.

Tea. The consumption of green tea has suffered no diminution ; on the contrary, the importation amounted to 19,417*l.*, showing an increase of 1,854*l.* ; but it is noteworthy that here we see Germany apparently getting a small share in what was formerly an English monopoly, sending 28,600 lbs. of green tea, valued at 1,902*l.* ; but we find, on enquiry, that this tea was sent from London to Hamburg, and thence transhipped to Mogador. The amount from Great Britain was 17,515*l.*

Tiles, tin-plates, tin-ware, and woollens. There is a slight falling-off in the minor articles, tiles and tin-plates, some little increase in tin-ware, and an augmentation of 560*l.* in woollens, the value from England being 200*l.* both this year and in 1891, but Germany sending, as a new item, woollens to the above amount of 560*l.*

Specie. There is a considerable reduction in the importation of specie, amounting to only 1,800*l.*, against 21,711*l.* in 1891.

Grain Trade.

Small exportation. A glance at the figures reviewed in the foregoing section shows that but a small quantity of barley was shipped to foreign countries, and a considerable proportion of it was the produce of tithes, and shipped for account of the Moorish Government, and only 70 quarters of wheat, which went to Tangier, none to foreign countries.

High duties. It is therefore evident that the present high rate of export duty on wheat and barley gives no choice of profitable business in wheat, and leaves but a very scanty margin on barley, unless prices in Europe should be abnormally high.

Beans and maize. The exportation of beans and maize give the values of 9,495*l.* and 1,966*l.* respectively ; in both cases an advance on the figures of 1891 ; but, for really important statistics as to business in these articles, we must look to the reports from the Vice-Consulates in my district, Saffi, Mazagan, and Dar-al-baida.

Market prices. The local market prices of grain averaged as follows :—

Articles.					Quantity.	Value.
					Lbs.	£ s. d.
Barley	Per quarter of				400	0 7 0
Wheat	" ..				480	1 0 0
Maize	" ..				480	0 12 0
Beans	" ..				480	0 14 0
Peas (chick-peas)	" ..				480	2 0 0

Duty. To these prices must be added, for duty, what amounts at present rate of exchange, on wheat, to about 16*s.* ; barley, maize, beans, and peas about 6*s.*

The few grain freights forthcoming during the year have averaged about 3s. per quarter. Freight.

Owing to repeated visits of large swarms of locusts and great lack of rain, of which scarcely any has fallen from December to time of writing (March 22), grain prospects in this immediate district are far from encouraging. Discouraging prospects.

In connection with this subject I am glad to report that a small steam-mill, put up by British enterprise, in the Medina, or Moorish quarter, at the end of the year, is now grinding barley, wheat, maize, &c., and apparently giving much satisfaction to native customers. New steam mill.

Olive Growing and Oil-pressing.

The large olive groves of Southèrn Morocco, especially in the province of Soos, and in the districts round (Marakesh) and Demnat, afford in prosperous years abundant crops of olives of fair quality, forming a very important item in our export lists. Olive groves in the south.

Owing to damage to trees by locusts and other causes, the yield in 1892 was inferior, and we find only a value of 5,460*l.* shipped, against 43,890*l.* in 1891 and 138,720*l.* in 1890. Three years' shipments.

It is noteworthy that some Europeans are beginning to turn their attention to the oil-pressing and refining industry; one English and one French press already working at Mogador, while I am informed that a French one, on rather a large scale, has been established at Morocco city, and is in brisk working order. European presses and refineries.

There appears to be no reason why this oil, if properly refined, should not rival some European qualities.

Bank and Exchange.

About the middle of the year an agency was opened in Mogador of the "African Banking Corporation, Limited," whose headquarters for Morocco were at Tangier. African Bank's agency.

The principal business carried on consisted of, firstly, the issuing of drafts on England and France, doubtless a great convenience to traders, the hypothecation of inward and outward cargo, and the granting of loans at moderate rates of interest. Business done.

I am informed that, the directors having decided to retire from the Morocco business generally at the beginning of 1893, the Mogador agency will probably also be closed, doubtless to the regret of some of the local merchants, who were beginning to appreciate the advantages of banking facilities. Cessation.

The rate of exchange during the year was extremely high, rising to 15 per cent. early in spring and going as high as 20 per cent. toward the end of the year, for short bills on London against local (Spanish) dollars, and about the same for bills on Marseilles, or change from Spanish to French money. Exchange extremely high.

Effects on
trade.

This high rate was naturally the source of much grumbling, and was very frequently used as a pretext for the postponement of remittances.

Effects on
duties.

The customs duties being counted in "reals vellon"—1 "real" being the twentieth part of the Spanish dollar—the result of this depreciation was, of course, to lower the actual amount of duties in sterling currency. At time of writing the 20 per cent. premium appears to be still quoted.

Climate and Health.

Small-pox.

The small-pox which, introduced by returned pilgrims from Mecca, caused such extensive suffering and mortality from December, 1891, to March, 1892, though its attacks were confined, with one exception, to the native population, Mohammedan and Jewish, does not appear to have recurred at Mogador since the latter date.

Diphtheria.

The temporary epidemic of diphtheria in the beginning of the year caused, as stated in my last report, but slight mortality, and has not reappeared during the winter of 1892-3.

Influenza, &c.

Both the last and the previous winter have been characterised by some spread of influenza, while ailments of a neuralgic and rheumatic character were, as usual, of frequent occurrence.

Malarial
fever.

Malarial fever is reported to have been very prevalent in the summer in many inland districts, and some European residents of Mogador have occasionally suffered from it, generally in consequence of exposure to the night air in the vicinity of rivers or marshes.

Phthisis.

Our worthy physician, Dr. Eich, to whom I am indebted for the above information, tells me that he notes some spread of phthisis among the native population, where consumption was previously unknown, and he considers that the bacillus must have been introduced by invalids who came hither in search of health.

Diseases of
animals.

As far as I have been able to ascertain, animals in the immediate neighbourhood of Mogador continued free from contagious disease, but from the Vice-Consulates of Saffi, Mazagan, and Dar-al-baida (more generally known as Casablanca) a form of foot-and-mouth disease was reported during the summer, which attacked both cattle and sheep, but appears not to have been of a severe nature. At Saffi it was stated to be only slight in extent; from Mazagan the report was that it had affected whole flocks of sheep, but no deaths had resulted, while among cattle there had only been a small mortality; the Dar-al-baida report refers to it as being "a mild form of foot-and-mouth disease, the animals attacked first showing lameness, swelling, and soreness in the feet, and subsequently swelling and soreness in the mouth and tongue; in nearly all cases the animals recovered, but in a few of the worst the disease terminated fatally. The natives in some cases treated the diseased animals with vinegar and wood-tar, and state that this treatment accelerated the cure."

Foot-and-
mouth
disease.
Cattle and
sheep.
Slight
mortality.

The disease appeared to have died out in the autumn, but I regret to state that it is again reported for the month of February, 1893, among sheep in the districts of Abda and Rahamna, near Saffi, and in the interior of the province of Doukala, near Mazagan. Re-
appearance
in 1893.
Sheep.

Postal Services.

The British postal service by land couriers between Tangier and Mogador has continued to work satisfactorily, and to be extensively patronised. British
couriers.

No case of attack on couriers was reported during the year in connection with it, but a mail-bag which left Tangier on December 29 was lost in crossing a swollen river.

The Spanish courier service continued to work as usual. Spanish
couriers.

Early in the current year (1893) a French service has been inaugurated, and we have recently the novel feature of a Moorish post, which endeavours to outdo its earlier European rivals by taking letters to other Moorish ports, including Tangier, at 8 centimos per $\frac{1}{2}$ oz., the European rates being 10 centimos (1d.) per $\frac{1}{2}$ oz. French
service.
Moorish post.

With regard to the general post and telegraph service, it may be desirable, owing to discrepancies which I have observed in some generally reliable European sources of information, to repeat the intimation that neither telegraphic communication nor parcels post facilities at present extend beyond Tangier, with the exception, as regards the latter, that parcels may be sent via Hamburg for the German steamers which come here from that port, and are delivered, not through the post-office, but from the steamer agency. General post
and telegraph
service.
Telegraph and
parcels post,
Tangier only.

Fisheries.

There is but little that is new to say on the subject of local fisheries, which were of a similar character to those of 1891, the general hook-and-line fishing throughout the year being only moderately productive. General
fisheries.

The large azlimzah ("sciaena aquila"), fish of 20 lbs. to 60 lbs. weight, and sometimes going up to 80 lbs., were fairly plentiful in January and February, large numbers being frequently caught on hand-lines. "Azlimzah."

In spring and early summer large shoals of aouráh ("lichia radigo") gave pleasant and profitable sport with rods on the surface, hundreds being sometimes caught in a few hours, fish of good flavour, and averaging about 3 lbs., though some are caught up to 6 lbs. This fish is found in the Mediterranean and also in the Adriatic, where it is called "lizza fasciata."

The taserfelt or bluefish ("temnodon saltator") put in its usual autumn appearance, and great captures were made on the surface in the months of September and October, while a good Bluefish.

number of fine ones were caught on hand-lines later in the season.

Sardines. The sardine fishery was, as usual when large shoals of bluefish and other predatory fish frequent the offing, a comparative failure.

Although the catches of the three first-named important fish are occasionally very large, their visits are somewhat irregular, and the supplies, with present limited appliances of capture, too capricious and unreliable to encourage any regular curing industry.

Statistical Tables.

Annex A.—RETURN of all Shipping* at the Port of Mogador during the Year 1892.

ENTERED.

Year.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	16	13,856	4	427	20	14,283
Danish	...	...	2	246	2	246
French	42	32,359	...	...	42	32,359
German	27	25,026	...	...	27	25,026
Spanish	15	15,786	...	...	15	15,786
Swedish and Norwegian	2	620	3	315	5	935
Total	102	87,647	9	988	111	88,635
„ for the year preceding ...	114	91,410	4	405	118	91,815

CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	16	13,856	4	427	20	14,283
Danish	...	...	1	134	1	134
French	42	32,359	...	...	42	32,359
German	27	25,026	...	...	27	25,026
Spanish	15	15,786	...	...	15	15,786
Swedish and Norwegian	2	620	3	315	5	935
Total	102	87,647	8	876	110	88,523
„ for the year preceding ...	114	91,410	4	405	118	91,815

* 1 Danish vessel, 112 tons, wrecked.

Annex B.—RETURN of the Principal Articles of Export from
Mogador during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Almonds	Tons ...	910	45,500	382	28,650
Barley	Quarters ..	4,820	2,996	2,102	2,102
Beans	" ...	9,495	9,495	172	215
Beeswax	Tons ...	227	17,025	205	14,760
Calf-skins	" ...	76	3,040	78	2,808
Citrons	" ...	47	940	113	2,260
Cummin seed	Cwts. ...	2,460	1,845	685	468
Eggs	1,000 ...	160	240	490	735
Goat-skins	Dozen ...	78,940	59,205	124,840	93,630
Gums—					
Amrad	Tons ...	20	800	33	1,056
Brown	" ...	40	1,600	95	5,375
Sandarach	" ...	260	19,500	198	14,550
Senegal	" ...	93	6,860	174	13,050
Maize	Quarters ...	2,185	1,966	1,665	1,332
Olive oil	Tuns ...	186	5,460	1,301	43,890
Orris root	Tons ...	63	1,890	49	784
Ostrich feathers	Cases ...	15	4,565	32	15,190
Sheep-skins	Dozen ...	7,824	3,912	6,144	3,072
Sundries		553	2,213	1,345	5,382
Wool—	Packages...				
Washed	Tons ...	117	5,850	203	11,368
In grease	" ...	63	2,520	22	792
Specie			38,442		40,650
Total			235,864		803,419

RETURN of the Principal Articles of Import to Mogador during
the Years 1892-91.

Articles.			1892.		1891.	
			Quantity.	Value.	Quantity.	Value.
Amber beads	...	Strings	700	£ 1,050	3,100	£ 6,200
Bagging	...	Bags	133,000	2,660	72,000	1,200
Beer	...	Dozen	1,336	344	1,596	532
Brass plates...	...	Cwts.	156	780	330	1,660
Candles	...	"	2,384	3,576	4,579	9,540
Chemicals	...	"	465	1,140	...	...
Cloth	...	Yards	10,500	2,200	7,450	2,235
Cochineal	...	Cwts.	123	732	130	900
Coffee	...	"	299	1,495	333	1,665
Confectionery	...	"	403	806	852	1,920
Coral	...	Cases	...	...	9	450
Cotton—						
Calicoes, &c.	...	Pieces	421,450	106,045	710,000	177,500
Sallampores	...	"	4,320	1,440	11,160	3,348
Sundry	...	Bales	21	600	...	...
Deals	...	Planks	2,713	628	5,515	1,103
Earthenware	...	Cwts.	250	375	800	1,200
Empty casks, &c.	...	Tuns	150	300	2,088	4,176
Glass	...	Cwts.	942	2,527	548	1,644
Gum benjamin	...	"	226	452	248	682
Hardware	...	"	971	6,797	1,080	7,420
Hides	...	Tons	97	5,820	72	3,600
Iron, Swedish	...	"	250	2,500	200	2,000
Matches	...	Gross	31,350	2,485	10,900	1,090
Rice	...	Tons	19	291	161	1,932
Silk	...	Cwts.	10	320	70	2,500
Silver	...	Bars	193	579	...	...
Spices—						
Various	...	Cwts.	443	886	852	2,130
Pepper	...	"	170	340	440	1,320
Spirits	...	Gallons	12,700	1,270	10,080	1,512
Stationery—						
Books, &c.	...	Cwts.	4	14	30	90
Writing paper	...	Reams	4,600	505	1,940	514
Wrap paper	...	"	13,584	466	18,360	512
Cigarette paper	...	Cases	10	160	...	...
Steel	...	Cwts.	465	325	2,360	1,416
Sugar	...	Tons	3,179	76,296	2,819	70,475
Sundries	...	Packages	1,663	6,654	4,517	18,068
Tea	...	Lbs.	278,850	19,417	351,250	17,563
Wine	...	Gallons	1,790	358	...	...
Wollens	...	Yards	7,600	760	...	...
Zinc balls	...	Dozen	...	...	1,860	558
Specie	...	...	...	1,800	...	21,711
Total	...	...	...	255,199	...	370,352

* In sundries.

† In spirits.

‡ In hardware.

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Mogador from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain and Gibraltar ..	126,203	121,544	149,887	261,349
Morocco Coast	19,700	27,633	3,574	11,904
Belgium	..	..	3,768	4,321
France	53,658	116,402	80,933	69,508
Germany	26,514	28,727	14,989	18,725
Italy	3,060	..	..	..
Spain	1,729	5,333	2,048	4,545
Portugal	..	3,780	..	..
Total	235,864	303,419	255,199	370,352

SAFFI.

Mr. Thompson, Acting Vice-Consul, reports as follows:—

From the accompanying returns it will be seen that during Trade 1892 the exports and imports at this port very much exceed in extent and value those of recent years.

The total exports amount to 190,140*l.*, and the imports to Exports and 101,685*l.*, showing an increase of 46,500*l.* and 27,000*l.* respectively imports. over those of 1891.

The increase in exports being entirely composed of grain (beans and barley) was directly due to the more abundant harvest, to which cause is no doubt also attributable the improvement in the imports, which is seen principally in cottons, sugar, tea, and iron.

Of the exports 149,882*l.*, or fully three-fourths, were destined Exports. for Great Britain, and were composed of grain (beans, barley, Great Britain. peas, maize, &c.), wool, almonds, and gum. France follows with France. 21,915*l.*, comprising sheep and goat-skins, peas, beeswax, and wool. To Norway the exports amounted to 7,490*l.*, being solely Norway. barley. To Portugal were shipped maize and beans to the value Portugal. of 4,650*l.* To Spain maize and a little canary seed amounting to Spain. 3,080*l.* To Germany the exports, spread over various goods, Germany. amount only to 2,283*l.* A cargo of barley was shipped to Tunis Tunis. valued at 840*l.*

Of the imports Great Britain contributed 52,760*l.*, being Imports. rather more than one-half of the total, and consisting principally Great Britain. of Manchester goods and tea, the remainder of the imports from Britain comprising a variety of sundries, such as candles, cloth, coffee, spices, spirits, sugar, &c.

Belgium takes the second place in furnishing the value of the Belgium. (1527) B 2

Holland.
Sweden.
France.
Germany.

imports, having sent sugar to the value of 25,206*l.*; from Holland there is 9,360*l.*, also solely sugar; from Sweden 6,974*l.* in bar-iron and deals; from France 5,715*l.*, principally in sugar and silk handkerchiefs; and from Germany 1,616*l.* in sundry goods.

It will be noticed that the increase in the exports is almost confined to shipments to Great Britain, the only important exception being Norway, to which country several cargoes of barley were shipped, owing to the depressed state of the English market, while in regard to the imports the increase is also mostly visible in goods from Great Britain, though the imports from Holland and Sweden are double those of the previous year.

Olive oil.

No olive oil has been shipped to European ports this year, there having been no supply owing to the damage done by the locusts to the trees last season. The old stock of oil was in consequence retained in the country for home consumption.

Shipping.

The returns of shipping entered and cleared at the port show a slight increase over the preceding year, the number of vessels entered being 56 sailing and 101 steam, with an aggregate tonnage of 80,062 tons; the clearances showing an additional steamer, bringing up the tonnage cleared to 80,312 tons.

Annex A.—RETURN of all Shipping at the Port of Saffi during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	10	1,698	44	33,543	54	35,241
Danish	11	1,511	...	...	11	1,511
French	1	59	29	22,972	30	23,031
German	18	2,284	13	9,514	31	11,798
Dutch	1	116	...	...	1	116
Norwegian	13	1,646	6	2,044	19	3,690
Portuguese	2	280	...	...	2	280
Spanish	...	...	9	4,395	9	4,395
Total	56	7,594	101	72,468	157	80,062
„ for the year preceding ...	59	8,538	93	63,989	152	72,527

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	10	1,698	45	33,818	55	35,516
Danish	11	1,511	...	...	11	1,511
French	1	59	29	22,972	30	23,031
German	17	2,137	13	9,514	30	11,651
Dutch	1	116	...	...	1	116
Norwegian	14	1,768	6	2,044	20	3,812
Portuguese	2	280	...	...	2	280
Spanish	...	...	9	4,395	9	4,395
Total	56	7,569	102	72,743	158	80,312
„ for the year preceding ...	61	8,634	94	64,428	155	73,062

**Annex B.—RETURN of the Principal Articles of Export from
Saffi during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Almonds	Cwts. ...	714	1,825	716	2,434
Barley	Quarters ...	49,690	34,783	27,135	24,422
Beans	" ...	71,580	78,740	20,495	25,606
Beeswax	Cwts. ...	440	2,200	113	565
Bones	" ...	...	...	483	100
Canary seed	" ...	1,363	1,430	...	485
Cumin seed	" ...	1,627	760	971	...
Goats-hair	" ...	82	164	163	326
" skins	" ...	792	3,168	2,267	9,070
Gum	" ...	715	1,600	753	1,700
Maize	Quarters ...	8,540	7,260	8,202	10,250
Olive oil	Tuns ...	...	...	420	13,440
Peas	Quarters ...	5,280	9,240	5,991	11,980
Sheep-skins	Cwts. ...	4,090	12,270	3,389	10,170
Wool	" ...	11,260	36,600	9,391	32,870
Sundries	" ...	...	100	...	200
Total	...	...	190,140	...	143,618

**RETURN of Principal Articles of Import to Saffi during the
Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Candles	Cwts. ...	1,070	2,140	1,213	2,420
Cloth	Bales ...	35	560	15	240
Coffee	Cwts. ...	102	510	124	560
Cotton, manufactured goods	Bales ...	1,060	31,060	648	19,380
Deals	Planks ...	11,882	3,320	7,996	1,600
Glassware	Boxes ...	281	250	76	60
Iron—					
Scrap	Tons ...	75	375	84	420
Swedish	" ...	812	3,744	114	1,370
Nails	" ...	126	126	70	70
Paraffin	Cases ...	100	60	132	80
Silks	Boxes ...	23	1,680	22	1,760
Spices	Cwts. ...	266	800	540	1,620
Spirits	Casks ...	102	600	172	1,030
Steel	Cwts. ...	295	360	472	560
Sugar—					
Loaf	" ...	32,476	39,000	25,773	33,505
Raw	" ...	10	10	47	50
Tea	Lbs. ...	167,496	12,560	72,300	5,780
Sundries	" ...	...	4,530	...	3,800
Total	...	...	101,685	...	74,305

Annex C.—RETURN showing the Total Value of all Articles Exported and Imported from and to Saffi, with Countries of Destination and Origin, during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	149,882	101,182	52,760	35,952
Belgium	..	..	25,260	24,466
France	21,915	24,537	5,715	5,333
Germany	2,483	399	1,616	1,034
Holland	..	..	9,360	4,550
Portugal	4,650	9,820	..	..
Spain	3,080	7,680	..	..
Sweden and Norway	7,490	..	6,974	2,970
Tunis	840	..	..	..
Total	190,140	143,618	101,685	74,305

MAZAGAN.

Mr. Vice-Consul Redman reports as follows :—

Trade in general.

The trade of this district does not show this year that improvement which was expected from a good harvest of cereals.

Grain crops.

The crops of grain were fairly good all round, those of beans and wheat being abundant crops.

Decrease in trade.

The total value of the imports and exports for the year has been together 480,612*l.*, against 503,789*l.* in the previous one, which shows a decrease in the trade of this port for the present year of 23,177*l.*

Imports.

The imports show a decrease in value of 44,152*l.* on that of 1891.

Great Britain.

It is satisfactory to see that England continues to hold her foremost position with the imports at this port, consisting principally in the articles of cotton manufactured goods, tea, candles, hardware, iron, and specie, and out of the total value of the imports for this year, 220,111*l.*, Great Britain contributed 118,696*l.*, more than half the trade.

Spain.

Spain, which comes next in point of value of imports, figures at 95,876*l.*, exclusively in specie.

France.

France, which now comes third in importance, shows a total of 46,615*l.* as the value of her imports, of which refined sugar is the chief item.

Sugar.

Germany.

Imports from Germany were 12,116*l.*, against 13,329*l.* the previous year, showing a slight decrease in the trade, owing principally to the temporary stoppage of the communication with Hamburg, owing to the cholera.

Belgium.

With Belgium the trade is confined to sugar, and this year shows no change, the total value of imports being 8,662*l.*

Cotton goods.

The imports of cotton manufactured goods show 1,053 bales, against 1,002 bales of the former year, of which England figures

for 1,027 bales, and the remainder comes from France and Germany.

The total imports of loaf sugar during the year amount to Loaf sugar. 25,769 cwts. against 23,544 cwts. in 1891, of which France contributed 20,015 cwts., and the rest was from Germany and Belgium.

The imports of tea were 1,336 boxes, against 2,064 boxes the Tea. previous year.

Specie figures largely in the imports of this year, being a Specie. total of 56,900*l.*, of which 19,480*l.* was from Great Britain and 36,800*l.* from Spain.

The total value of exports for the year figures as 260,501*l.*, Exports in against 304,653*l.* in 1891, showing a decrease of 44,152*l.*, which general. may be attributed principally to the falling-off in the shipments of almonds, wool, goat-skins, and other articles of importance.

The exports to the United Kingdom figure at 118,329*l.*, out British. of a total of 260,501*l.*, showing that England still continues to take the greater share in the export trade at this port, the principal articles shipped being grain and wool.

There is a noticeable decrease in the value of the exports to France. France this year, being 36,621*l.*, against 74,727*l.* in 1891; this falling-off in the trade is owing principally to the low prices which ruled at Marseilles for some of the chief articles of Morocco products.

Germany this year shows a small increase in the value of Germany. exports, being 3,760*l.* against 2,583*l.* the previous year.

The shipments to Spain and Portugal figure, as usual, ex- Spain and clusively for grain, the former to the amount of 95,876*l.*, and the Portugal. latter 5,915*l.*

The shipments of wool for this year show a large decrease, Wool. due to a mortality among the sheep in the summer months of 1891, the total quantity exported of this year's clip being 7,907 cwts., against 18,714 cwts. in 1891, the bulk of which was shipped to France.

The quantity of beans shipped this year shows a large increase, Beans. the crop of this pulse having yielded abundantly on account of an unusually wet season, which was favourable for the production of this crop; the greater portion of the quantity shipped was sent to the United Kingdom.

Higher prices having ruled this year both in the Spanish and Maize. Portuguese markets for this grain than in England, the shipments of it have been directed principally to those countries.

In spite of the high export duty on both wheat and barley, Wheat and some shipments of them have been made this year, principally to barley. Spain, the total quantity shipped being, of wheat, 5,900 quarters, and of barley, 16,230 quarters.

The following may be quoted as the average prices of cereals Prices of during the year: wheat, 1*l.* 15*s.*; barley, 16*s.*; beans, 1*l.* 15*s.* 6*d.*; grain. maize, 1*l.* 2*s.* 6*d.*; garbansos, or chick peas, 2*l.* 12*s.*; all per English quarter, f.o.b.

The shipping returns for this year show a total of 319 vessels Shipping. of 153,217 tons, which entered and cleared the port, against 249 (1527)

vessels of 136,257 tons in 1891, this increase of tonnage being due principally to a greater number of chartered steamers being engaged to load grain cargoes in addition to the regular established lines of British, French, German, and Spanish steamers.

British tonnage. The tonnage of Great Britain figures this year as 60 vessels of 37,214 tons against 51 vessels of 33,551 tons in 1891, showing an increase of 3,663 tons.

German. Of German tonnage the returns show a small decrease, owing to the temporary stoppage of the communication between Germany and Morocco, during the epidemic of cholera at Hamburg.

Cholera.

Spanish. The most noticeable feature in the shipping returns for this year is the large increase of Spanish tonnage that has visited the port, being a total of 144 vessels of 48,917 tons against 82 vessels of 28,301 tons during the preceding year, which tonnage was engaged exclusively in the carrying of grain cargoes to Spain.

Exchange and currency. The local exchange of the dollar has continued unchanged throughout the year at 5 pesetas or 125 okeats of flocs.

Premium on bills. The premium on bills on London has ruled throughout the year from 10 per cent. to 20 per cent., and on Marseilles from 10 per cent. to 18 per cent., and the year closed at the higher rates.

Agriculture. The agricultural element of this district has been a profitable one to all those who were engaged in it this year, and an increased quantity of cereals was forthcoming for export, as will be observed by the tabular statistics annexed.

Cereals.

Locusts. Masses of locusts were seen passing, towards the end of the year, in sight of Mazagan taking a northerly direction, and although they settled down in proximity to this town, no damage was done by them to the growing crops, and they have since entirely disappeared.

Agricultural prospects. The crops growing promise great abundance next harvest, as the weather has been most favourable for all agricultural pursuits up to the present time, and a much larger area of land has been cultivated than hitherto.

Writing to me on February 13, Mr. Redman said :—

“Since I forwarded you my report on the prospects of the crops in this district, things have changed greatly, firstly, by the appearance of large numbers in some of the districts of Doukala and also in our immediate neighbourhood, where they are doing considerable damage to the wheat and barley crops, and the green fodder for the cattle, and still worse are depositing their eggs, forming a source of danger to the later crops of maize, &c.

“Secondly, the persistent north-easterly winds which have recently prevailed have dried up the soil, and both wheat and barley have suffered considerably, and have assumed a yellow tinge. As the locusts appear to have settled down and taken up their quarters in our districts, I fear the outlook is not very bright for the next harvest.”

A still later report, dated March 4, states that, “the prospects have greatly improved here since the late rains we have had, and

it is hoped we may yet have fair crops of beans and barley, and of the early sown wheat, as they will likely be matured before the young locusts turn up. It is doubtful, however, if the late crops will escape this season.

“The big locusts have now mostly cleared out of our districts and gone northwards, as expected after depositing their eggs.”

Annex A.—RETURN of all Shipping at the Port of Mazagan during the Year 1892.

Nationality.	ENTERED.					
	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	13	1,613	47	35,601	60	37,214
French	1	71	67	39,974	68	40,045
German	1	103	28	24,338	29	24,441
Spanish	81	5,782	63	43,135	144	48,917
Portuguese	4	268	...	...	4	268
Danish	7	1,174	...	...	7	1,174
Norwegian	6	858	1	300	7	1,158
Total	113	9,869	206	143,348	319	153,217
“ for the year preceding ...	...	...	...	...	249	136,257

Nationality.	CLEARED.					
	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	13	1,613	47	35,601	60	37,214
French	1	71	67	39,974	68	40,045
German	1	103	28	24,338	29	24,441
Spanish	81	5,782	63	43,135	144	48,917
Portuguese	4	268	...	...	4	268
Danish	7	1,174	...	...	7	1,174
Norwegian	6	858	1	300	7	1,158
Total	113	9,869	206	143,348	319	153,217
“ for the year preceding ...	...	...	...	...	249	136,257

Annex B.—RETURN of the Principal Articles of Export from Mazagan during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value
Almonds	Cwts. ...	3,354	10,062	7,375	36,875
Beans	Quarters ...	65,700	83,767	34,660	45,058
Barley	“ ...	16,230	12,984	...	...
Garbanzos	“ ...	19,550	50,830	17,100	76,950
Goat-skins	Cwts. ...	280	840	1,404	4,212
Maize	Quarters ...	26,020	33,157	16,725	26,760
Wool, washed	Cwts. ...	836	3,344	3,986	19,680
“ greasy	“ ...	7,071	14,142	14,878	29,756
Wheat	Quarters ...	5,900	10,324	...	...
Wax	Cwts. ...	1,239	7,434	504	3,102
Other articles	...	...	33,617	...	62,260
Total	...	...	260,501	...	304,653

RETURN of Principal Articles of Import to Mazagan during
the Years 1891-92.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Cotton goods	Bales	1,053	£ 84,240	1,002	£ 72,460
Candles	Cwts.	501	1,002	1,006	2,012
Iron	"	890	667	2,100	1,785
Sugar, loaf	"	25,769	36,076	22,544	29,190
Tea	Boxes	1,336	5,344	2,064	8,256
Tin plates	"	210	178	370	323
Woolen cloth	Bales	161	14,100	179	17,900
Spectle	"	"	46,800	"	43,880
Other articles	"	"	29,704	"	23,325
Total			220,111		199,136

Annex C.—TABLE showing the Total Value of all Articles Exported from Mazagan and Imported to Mazagan from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	118,329	107,977	115,696	99,178
France	36,621	74,727	46,615	43,064
Spain	95,876	109,146	37,022	34,886
Germany	3,760	2,583	12,116	13,329
Portugal	5,915	5,120	"	70
Belgium	"	"	8,662	8,609
Italy	"	5,100	"	"
Total	260,501	304,653	220,111	199,136

DAR-AL-BAIDA (CASABLANCA).

Mr. Vice-Consul Fernau reports as follows :—

Trade in
general.

There is a notable decrease in the general trade of this port for 1892 compared with that of the previous year, but the reasons are not far to seek and may be roughly put down to the decreased value and quantity of exported barley and to the decreased value of imported cotton manufactures. Importers have suffered considerably from the continued depreciation of Spanish silver, and exporters have had to contend with the uncertain and weak state of the European markets, but trade has nevertheless been active during the whole year, though the results, in many cases, may have been unsatisfactory.

Imports.

The return of imports for 1892 shows a decrease exclusive of specie, 28,739*l.*, due to the reduced valuation and importation of cotton manufactures, sugar, tea, candles, and some other articles of minor importance.

Imports from Great Britain amounting to 148,011*l.* out of a British. total of 252,069*l.* maintain the same position as they did last year, and must, on the whole, be considered as satisfactory, but there has been a marked falling-off in the importation of hardware, whereas the French and German imports of hardware have largely increased.

As usual, refined sugar with 58,150*l.* forms the bulk of French French imports, and may still be considered a monopoly, as Germany and Belgium appear to have given way in their efforts to compete with France in this article.

The activity of German manufacturers is clearly shown by German. the large increase in their imports of china, earthenware, and hardware.

The only article imported from Belgium was refined sugar, Belgium. 2,660*l.*, which compares very unfavourably with the 17,281*l.* of the previous year.

There is little variation in the imports from Spain, composed Spanish. chiefly of specie, 16,131*l.* out of 21,481*l.*

Imports from Italy consist of matches, wines, and spirits, and Italian. some refined sugar, the total being only 755*l.*

Sweden only furnished deals to the value of 450*l.*

Swedish.

Compared with the exports of 1891 the return for 1892 shows Exports. a decrease, exclusive of specie, of 67,383*l.* In barley alone the decrease in quantity and value exported amounted to 67,532*l.*, and in wool, maize, and goat-skins the reduction was 47,126*l.*, the deficiency in the latter articles was compensated by the increase in the exportation of beans and peas. From the above the great importance of barley as an article of export will be seen.

In 1891, the first of the 3 years during which the exportation of barley has been allowed, the value exported amounted to 152,754*l.*; last year, with a very poor crop and abnormally low prices in Europe, the total value reached 85,222*l.*

These figures show clearly how seriously this district will be affected should the Sultan decide to again prohibit the exportation of barley. Wheat is comparatively of small importance, the total value exported last year only amounted to 12,292*l.*

Exports to Great Britain, consisting chiefly of beans and Great Britain. barley, still hold their position at the head of the list, notwithstanding the very low prices which ruled the English markets during the latter half of 1892.

The large falling-off in French exports is due to the reduced France. value and quantity of wool and goat-skins produced in this district, but as usual France keeps the monopoly of these articles, and appears to be adding that of sheepskins, the exportation of which is greatly increasing. In 1891 these exports amounted to 11,180*l.*, of which France took 6,708*l.*, whereas last year she took 10,696*l.* of the total 13,228*l.*

Exports to Germany compared with 1891 show a falling-off Germany. of one-third, due to the fact that no grain to speak of was taken by that country last year. In other articles she has well maintained her position.

- Spain. In the exports to Spain, peas figure for 84,700L., and wheat 10,241L., or considerably more than four-fifths of the total quantities of peas and wheat exported. The other articles exported to Spain consist almost entirely of barley, beans, maize, and woollen manufactures, the latter going principally to Melilla.
- United States. The exportation of goat-skins to the United States last year only amounted to 1,535L. compared with 4,000L. the previous year.
- Shipping. The return of shipping at this port during the past year shows a decrease compared with the previous year of about 12,000 tons, accounted for chiefly by the reduced exportation of barley to the United States, the reduction falling almost entirely on British shipping.
- Line of steamers. The same lines of steamers continued their service during last year, but the German and French lines suffered considerable interruption, owing to the quarantine regulations imposed upon vessels from Hamburg and Marseilles during the cholera time.
- Man-of-war. This port was visited on October 31 by the German training frigate "Gneisenau," salutes were exchanged between the ship and the shore batteries. Parties of officers and boys visited the town on October 31 and November 1, the ship then proceeding to Mogador.
- Wrecks. With the exception of another Government steam-launch brought from Mogador and swamped at the anchorage the day after it arrived, no wreck took place in this district last year.
- Postal services. It is satisfactory to report that both the British and Spanish postal services have been well maintained during the past year, and in addition to these, since January 1, a French postal courier service has been established, couriers reaching this port from Tangier on Tuesdays and Fridays, and from Mogador on Mondays and Thursdays. The Moorish Government has also established a courier service all over Morocco, the rate for letters being rather lower than that charged by the British, Spanish, and French services. The service is managed in the various localities by the collector of Government rents; adhesive stamps are not used, but a simple post mark bearing the name of the forwarding town without date is stamped on the envelope, and information as to arrival and departure of couriers is withheld. It will be easily understood that under these circumstances no confidence is felt in the new Moorish postal courier service, and that even the Sultan's own subjects prefer to use the foreign services.
- Lighter service and port accommodation. The port accommodation remains in the same unsatisfactory condition. After losing a second steam-launch brought from Mogador, the Moorish authorities obtained a third, from England this time; but the captain of the port having refused to use it, the Sultan ordered him to be arrested and taken to Fez last September, since when the vice-captain has been in charge of the port, the steam-launch has been hauled upon the beach, and so matters remain.
- Public works. Private and business accommodation remains as scarce as ever,

but the Moorish Government has at last commenced an extension to the town walls, intended when completed for the erection of dwelling houses and stores to be let by the Moorish Government at a yearly rental of 6 per cent. of the cost of erection.

At the instance of the French Minister who visited Fez last autumn, the following charges have been made in the customs tariff:—

Changes in the customs tariff.

IMPORTS.

Articles.	Per Cent. ad Valorem.		Per Cent. ad Valorem.
Wines and spirits	5	Instead of ..	10
Manufactured silks	5	.. ..	10
Jewels	5	.. ..	10

EXPORTS NOT FORMERLY ALLOWED.

Articles.		Currency.
		Rvn.
Copper ore.	Per cwt. ..	5
Iron .. ..	.. ..	2
Arar wood	Per big log ..	6
.. ..	.. small log ..	5
Cork	.. cwt. ..	6
Bark .. ..	.. ..	6

EXPORTS.

Articles.		Currency.		Currency.
		Rvn.		Rvn.
Refined bees'-wax ..	Per cwt. ..	60	Instead of ..	70½
Horns .. ..	.. ..	8	.. ..	10*
Hemp and flax. . .	.. ..	16	.. ..	20

* Per 1,000.

None of the above articles with the exception of wines and spirits and arar wood are of any importance in this district; should, however, arar wood be exported in any quantity the result will be injurious to the country, as the existing forests will rapidly be destroyed, and it cannot be hoped that the natives will replant any of the timber they remove.

Were it not for the vast swarms of locusts which have again made their appearance in this district the agricultural outlook would be good. Although the locusts have not yet (February 25) attacked the most fertile parts of the district, they have already devoured all the wheat, barley, and grass along the coast line, and are also depositing their eggs. The present rainy weather will

Agricultural prospects.

probably repair the damage, but later on the crops will have to contend with the young insects.

Great anxiety is therefore felt, but it is generally hoped that a considerable portion of the crops will escape and yield a good return.

Exchange and
currency.

During the early part of last year the value of the Spanish dollar varied between 3*s.* 6*d.* and 3*s.* 7*d.*, then fluctuated downwards, until at present it cannot be quoted at more than 3*s.* 3 $\frac{6}{10}$ *d.* A very large quantity of obsolete Spanish dollars and smaller coins with holes in them are current in the district, and as they can only be used in the country as long as they remain current, exchange for sterling is likely to be higher here than in Spain.

Annex A.—RETURN of all Shipping at the Port of Dar-al-baida during the Year 1892.

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	66	50,945	10	1,425	76	52,370
Danish	...	...	3	862	3	862
French	85	45,703	...	...	85	45,703
German	34	31,337	4	535	38	31,872
Norwegian	5	1,733	1	120	6	1,853
Portuguese	...	...	23	2,869	23	2,869
Spanish	81	47,788	72	5,419	153	53,207
Total	271	177,500	113	10,930	384	188,436
„ for the year preceding ...	277	188,642	113	11,664	390	200,306

CLEARED.

Year.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	66	51,619	8	1,136	74	52,755
Danish	...	...	3	562	3	562
French	85	46,389	...	...	85	46,389
German	34	32,337	4	535	38	32,872
Norwegian	5	1,733	1	120	6	1,853
Portuguese	...	...	23	2,892	23	2,892
Spanish	84	50,482	68	4,120	152	54,602
Total	274	182,560	107	9,365	381	191,925
„ for the year preceding ...	274	186,052	114	11,998	388	198,050

**Annex B.—RETURN of the Principal Articles of Export from
Dar-al-baida during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Barley	Quarters	113,630	£ 85,222	152,754	162,754
Beans	"	95,021	118,776	82,296	103,239
Beeswax	Cwts.	791	4,350	332	1,992
Carpets	Bales	70	1,400	210	3,145
Coriander seed	Cwts.	22,583	9,033	19,750	5,921
Dates	"	6	12	563	2,252
Eggs	Packages	717	2,151	1,422	4,266
Fenugreek seed	Cwts.	7,847	3,923	19,816	7,925
Goatskins	"	3,346	11,503	...	26,109
Hides	Bales	226	680	220	735
Lentils	Cwts.	1,891	550	3,654	811
Maize	Quarters	21,620	21,620	26,576	33,242
Teas	Tons	10,602	99,272	...	87,479
Sheepskins	Bales	3,307	13,223	2,796	11,184
Wheat	Tons	1,756	12,292	...	4,840
Wool, greasy	Cwts.	25,700	51,400	31,290	80,968
" washed	"	2,335	7,010	2,445	7,340
Woollen manufactures	Packages	409	2,454	91	329
Other articles	...	...	4,892	...	2,710
Total	...	...	449,858	...	517,241
Specie	...	...	11,572	...	21,844
Grand total	...	...	461,530	...	539,085

**RETURN of the Principal Articles of Import to Dar-al-baida during
the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Candles	Cwts.	6,543	£ 9,814	6,547	11,138
Cloth	Bales	28	1,400	20	1,000
Cotton manufactures	"	1,563	93,335	1,627	122,165
Glassware	Packages	472	1,888	347	1,858
Hardware	"	1,637	13,050	1,686	5,585
Iron	Cwts.	674	144	4,205	1,455
Silk manufactures	Packages	46	1,150	57	1,425
Sugar, refined	Cwts.	55,520	61,040	64,585	77,305
Tea	Cases	4,386	17,560	5,910	23,638
Other articles	...	...	52,688	...	35,639
Total	...	...	252,069	...	280,788
Specie	...	...	30,476	...	60,198
Grand total	...	...	282,545	...	330,966

Annex C.—TABLE showing the Total Value of all Articles Ex-
ported from and Imported to Dar-al-baida from and to Foreign
Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	185,633	201,994	161,876	181,189
France	111,648	154,525	70,382	92,521
Germany	14,436	21,374	24,941	16,528
Belgium	..	..	2,660	15,392
Spain	125,598	120,053	21,481	23,608
Portugal	19,665	26,135	..	..
Italy	2,561	7,196	755	1,128
Denmark	..	3,100	..	..
Sweden	..	..	450	600
United States	1,535	4,085	..	..
Senegal	454	623	..	..
Total	461,530	539,085	282,545	330,966

Report on Agriculture for the Consular District for the Year 1892.

MOGADOR.

Year not prosperous. The year 1892, in this immediate district, though an improve-
ment on its predecessor, cannot be considered to have been a
prosperous one agriculturally.

Locusts' ravages extensive. Sanguine as the Moorish peasants always seem, when one
speaks to them of locusts and other drawbacks, it is evident that
the ravages of the winged pests were more widespread and more
serious than was at first imagined.

Abundant rains. The abundant rains not only in early winter, but of frequent
recurrence at the important period from January to March, 1892
(very different from the present season), would otherwise un-
doubtedly have been the cause of unusual fertility and prosperity.

Wheat. Wheat, which is not extensively cultivated, was about 20s. per
quarter (it had been as high as 32s. in 1891, and as low as 15s. in
1890, even that being considered dear.

Barley. Barley did better, and averaged about 7s. per quarter.

Beans, maize, and chick-peas. Beans, maize, and chick-peas, or "garbausos," are respec-
tively quoted at 14s., 12s., and 40s. per quarter.

Grain shipments. Grain shipments were unimportant; it was evident that wheat
at 20s., when hampered with an export duty of about 16s. per
quarter, could not, with the addition of freight and expenses, be
saleable on European markets.

Wheat. As to barley (duty about 6s.) the margin for profit appeared
but slight, and of the 4,820 quarters shipped, mostly to the United
Kingdom for orders, a large proportion was exported for account
of the Moorish Government, being the produce of tithes collected

in kind, the Government of course having a great advantage over the private shipper in the matter of duty.

Of beans 9,495 quarters were exported, estimated at 1*l.* per Beans.
quarter duty paid, of which 6,460 quarters went to England,
2,970 quarters to Germany, 65 quarters to Spain.

Shipments of maize amounted to 2,185 quarters, of which Maize.
1,480 quarters went to England, the rest to Spain (or rather the
Spanish Canary Islands), Germany, and the Morocco Coast.

The chick-peas do not appear in the export list.

Peas.

Grain freights taken mostly by sailing ships were about 3*s.* Freights.
per quarter.

Very different figures of exportation will be found in the reports from the Vice-Consulates of Saffi, Mazagan, and Dar-al-baida, which ports are the outlets of far more important grain-producing districts than those inland from Mogador.

Almonds do not appear to have suffered so much damage from Almonds.
locusts as might have been expected, and their shipments reached the respectable value of 45,500*l.*, against 28,650*l.* in 1891, 63,350*l.* in 1890, and 104,975*l.* in 1889.

The trade in beeswax, an important product of southern Beeswax.
pastoral districts, appears to be improving, the value being 17,025*l.*, against 14,760*l.* the previous year, and a considerable falling-off in the importation of candles appears to point to the wholesome fact of the foolish and short-sighted practice of adulteration of good beeswax by addition of stearine or composite candles having been discontinued.

Citrons were very scarce, and only gave 940*l.*

Citrons.

Cummin-seed, considerably cultivated, both for local use in Cummin-seed.
confectionery, &c., and for foreign shipment, gave 1,845*l.* in the export list.

Eggs continue to be exported to a moderate extent, 160,000 Eggs.
being sent to England and Gibraltar (where they fetch half the price of Spanish eggs), estimated at 240*l.*, or about 30*s.* per 1,000.

The production of esparto is very slight here in the south, Esparto-grass.
compared with that of the Mediterranean littoral, and although an English merchant has a hydraulic press on purpose for baling it, the shipments only amounted to 80 tons.

Gum forms a rich and important article on our export lists, Gums.
and the values in 1892 were as follows:—Sandarach, 19,500*l.*, of which 15,900*l.* went to Great Britain; Senegal gum, 6,860*l.*, of which England took 4,270*l.* and Germany 2,590*l.*; "Amrad" gum, 800*l.*; brown gum, 1,600*l.*

A novel feature was the shipment of 7 tons of olives, valued at Olives.
280*l.*, which did not, however, go to Europe, but to another port of the Morocco coast.

For olive oil the yield seems to have been below the average, Olive-oil.
partly in consequence, doubtless, of damage to the trees by locusts; and prices in Europe, especially in Germany, did not encourage shipments, which only amounted to 5,460*l.*, of which Tangier took

4,865*l.* and Great Britain 595*l.*, whereas in 1891 the value was 43,890*l.*, and in 1890 138,720*l.*

Oil-pressing
and refining.

It is noteworthy, however, that attention is beginning to be paid by Europeans to oil-pressing and refining, for which establishments on a small scale are already at work in Mogador, and I hear of quite a large organisation set up by a Frenchman in Morocco City (Marakesh).

Orris root.¹

Orris root, an interesting product of the south and interior, was shipped to the value of 1,890*l.*, against 784*l.* in 1891.

Rose leaves.

Rose leaves only reached the value of 60*l.*, or less than one-third their amount in 1891.

Walnuts.

Of walnuts 526 cwts., sent to England, Morocco Coast, Germany, and Spain, were valued at 402*l.*

Wines.

It is interesting to note an increase in the recently-commenced shipment of wines from this Mohammedan country. These wines,

Light red.

made by Jews here, generally of a light red colour (very different from the famous sweet dark red wine of Demnat), appear to have been shipped first in small quantities to Germany as an experiment, but not to have succeeded there in competition with the numerous cheap wines of German production and manufacture, but in 1892 the respectable quantity of 2,320 gallons (against 600 gallons in 1891) was exported, of which 160 gallons went to England, the remainder to the Morocco Coast.

Price.

It was estimated at the price of 2*s.* per gallon, including the small duty.

Wool.

The quantity of washed wool exported was 117 tons, estimated at 5,850*l.*, or a little more than half the value of the previous year's shipments, while in wool in grease there was a considerable increase.

Animals.

Contrary to the experience of the previous year, when lack of pasturage caused considerable mortality in southern districts, and an abnormally large proportion of animals were slaughtered for their meat and skins, the more favourable pastoral conditions of 1892, combined with other causes, resulted in a very considerable

Falling-off in
goat-skins.

falling-off in the exportation of goat-skins, the value of which, though still the largest item in our export list (almonds coming next), only reached 59,205*l.*, against 93,630*l.* in 1891. It is noteworthy, however, that whereas this branch of trade was formerly almost if not quite a French monopoly, a considerable proportion, viz., 33,080 dozens of skins, valued at 24,810*l.*, went to England, though mostly, I am informed, for transhipment to the United States.

Increasing
exportation to
England for
United States.

Calf-skins.

Calf-skins went chiefly to Italy, and were valued at 3,040*l.*—rather above the amount for 1891.

Sheep-skins.

Sheep-skins show a more considerable rise, 7,824 dozen having been exported mostly to Germany and France, valued at 3,912*l.* Only 144 dozen went to England.

Vegetables.

There was an abundant supply of vegetables throughout the year, including green peas (which are in season from end of January to end of March), potatoes, carrots, turnips, radishes, beetroot, kohlrabi, parsnips, cabbages, cauliflowers, lettuces,

kidney and broad beans, spinach, egg plant, artichoke, vegetable marrow, pumpkin, &c.

At time of writing (March 30, 1893), the outlook is far from Prospects of brilliant, owing, firstly, to the fact that until the present week we ^{1893.} have had hardly any rain since December to foster and fill out the Lack of rain earlier sown cereals.

Secondly, large swarms of locusts have repeatedly visited the Locusts. neighbouring districts, and though I do not yet hear of as much damage as in some years from deposit of eggs and subsequent appearance of the specially destructive "amerd" (or "criquets" as they are called in Algeria), the swarms of adult ravagers have done great damage in many parts, as is evidenced in some spots in Effects on this neighbourhood by standing crops of short, earless straw, pre-early sown maturely reaped by the voracious insects. It must be noted, also, crops. that many small farmers discouraged by the return of the locusts actually left their lands fallow rather than go to the trouble and expense of sowing for the probable benefit of the insects, with the additional possibility, very nearly realised, of drying up for lack of spring rain.

In other places, previous to the recent rain, fields which had Drought in escaped the winged marauders showed short thin stalks, assuming spring. a premature yellow tinge and very thin ears; but these will doubtless be improved by the good rainfall we are having at pre-Recent rains. sent, and which, welcomed by the native population not only for its effects on agricultural prospects, but for its cooling influence on the atmosphere during a somewhat hot "Ramadan" (month when the Mohammedans fast from some hours before sunrise till about 10 minutes past sunset), surely comes better late than never.

In spite of this relief, the preceding damage in the actual Poor Mogador district has been so widespread that I fear the year's prospects crops hereabouts will be at the best but poor and patchy, and locally. and that there will be but little margin for profitable shipment of grain to European markets, and but little freight offering for sailing vessels, of which only nine came here during 1892, all for the grain trade.

It is not to be wondered at that, with the above discouraging Primitive influences, combined with a natural indisposition to innovations agriculture. and progress on the part of the peasant population, we see no scientific or mechanical advances in that primitive system of agriculture which has been described in previous reports.

Consequently, as I have had occasion to reply to English Agricultural manufacturers of agricultural machinery and implements, there appears to be no opening for such at present in this district. At machinery and implements. Mogador the only evidences of civilisation in this respect at present are two steam mills—one set up last December by British enterprise in the "Medina," or Moorish quarter of this town, and giving satisfaction to native customers by its rapid and fine grinding of wheat, barley, maize, &c., and two or three hand winnowing machines. But, as I have remarked in previous reports, this is rather a pastoral than an agricultural region, and as the other

ports in my district, Saffi, Mazagan, and Dar-al-baida, have very important grain-producing districts at their back, it appears desirable to give the reports from these Vice-Consulates *in extenso*.

SAFFI.

Mr. Acting Vice-Consul Thompson reports as follows:—

Too abundant
rainfall.

Owing to the plentiful rains during the closing months of 1891 and early in the present year (1892) the crops in this district, while still green, gave promise of great abundance, and it was confidently expected that the harvest would be almost unprecedentedly large. Unfortunately, however, as the season advanced, the rain continued to fall to such an extent that, without the dry weather and sunshine necessary to fill the grain, the crops in great measure grow all to stalk.

Lack of
sunshine,)

Some crops
ruined by
excessive
moisture.

Usually abundant rain ensures good crops, the want of it being, as a rule, the cause of their failure; but in the year now under review the rainfall was so excessive that in many places the crops were nearly ruined by it, a state of matters which has not been known for many years past. Fortunately the locusts which remained for some time in the neighbourhood did comparatively little damage.

Grain crops.

As regards the actual result, maize turned out almost a total failure; peas and wheat were also very short; beans and barley being hardier yielded better, but still far short of what was expected; and the barley, as well as the wheat, proved of very inferior quality.

Grain
shipments.

The exports during the year were—

Articles.						Amount.
						Quarters.
Beans ..	..	..	..	..	..	71,580
Barley ..	..	..	..	..	..	49,690
Maize ..	..	..	..	..	..	8,540
Peas ..	..	..	..	..	..	5,280

Almost the whole of the beans were shipped to Great Britain, and also the bulk of the barley.

The exorbitant duty on wheat still prevents its exportation.

Prices of
barley in
Europe.

The high price obtainable for barley during the greater part of last year, particularly at the time of seed-sowing in this country, caused the farmers in this vicinity to sow the cereal to a much greater extent than in former years; but by the time the grain was reaped and thrashed the European markets had fallen to such a degree that the average price of barley here during the year has been little more than half that of last season.

This depression has to a great extent existed in all the departments of the grain market, the consequence being more or less disappointment, if not actual loss, alike to native producers and European shippers.

The average prices for grain at this port during the year have been as follows:—

Local grain prices.

Articles.						Price per English Quarter.		
						£	s.	d.
Beans ..	..	..	..	..	..	0	14	0
Barley ..	..	..	..	..	..	0	7	0
Maize ..	..	..	..	..	..	0	10	0
Peas ..	..	..	..	..	..	1	5	0
Wheat..	..	..	..	..	..	1	2	0

So far as the ensuing season is concerned, the weather hitherto has been extremely favourable, good rains and dry weather in regular succession, and the crops all around are very healthy. More rain, however, will soon be needed, as the land is again beginning to get dry. In this district beans have, this year, been much more largely sown than any other cereal, and at present they promise very well.

Prospects 1893.

Against this favourable report has to be mentioned the fact that locusts have again, for the third year in succession, made their appearance in large numbers, and have in some districts already eaten the growing crops; so that even with good later rains it is impossible (the locusts being in the country) to give any reliable forecast as to the probable harvest.

Damage done by locusts.

MAZAGAN.

Mr. Vice-Consul Redman reports as follows:—

Agriculture in general has been a successful operation with the farmers this year, as a much larger quantity of grain was put under cultivation than previous years, and with good results, as is shown by the increased quantity of cereals exported.

Agriculture in general.

Cereals.

Increase of exports.

Of the early sown crops of wheat, beans, and barley, the two former yielded largely, but that of barley was only a moderate crop, as in many districts it suffered from too much wet and the sodden state of the land.

Early crops.

Wheat and beans.

Barley.

Maize and peas were both less cultivated than other sorts of grain, owing to the heavy rains that prevailed at the sowing epoch and the wet condition of the soil.

Maize and garbanzos (chick-peas).

The shipments of beans amounted to 65,700 quarters, being an increase of 31,040 quarters on that of 1891.

Beans.

The total quantity of maize shipped figures at 26,020 quarters against 16,725 quarters during the preceding year. The decrease

Maize.

	in the crops and shipments of maize for the last few years is noticeable, and is due principally to the want of rain and moisture during the late months of the spring to ensure the crop.
Garbansos or chick-peas.	The shipments of garbansos (or chick-peas) show this year 19,550 quarters, against 17,100 quarters during the previous year, this season's crop being only a moderate one compared with that of 1891, owing to less of these peas being cultivated.
Wheat and barley.	Since the removal of the restrictions on the exportation of wheat and barley the cultivation of both has largely increased in this district, and prices have been sufficiently low in the country markets to admit of their being shipped in spite of the high export duty.
Low prices.	
Cattle.	Cattle, sheep, and goats during the hot summer months of this year were all more or less attacked with the foot-and-mouth disease, and as no measures of precaution were taken to prevent the spreading of the disease or to isolate those that were suffering from it, whole herds of cattle and flocks of sheep and goats were infected, but without causing any considerable mortality amongst them, and as soon as the autumnal rains fell and colder weather set in the disease entirely disappeared.
Remedies applied.	The only remedies applied by the Arabs to alleviate the sufferings of the animals affected with this disease were the application of a hot iron to their swollen fetlocks to raise a blister, or putting on a species of liquid tar of native production.
Early rains.	The copious rains which fell in this district from October to the end of the year, with intervals of genial warmth, have caused the early sown crops to make great progress, and an abundance of grass and green fodder has been rapidly produced for the animals.
Locusts.	Although flights of locusts have appeared at intervals in the upper districts of the province of Doukala, no harm is reported to have been done to the growing crops.
Appearance of in the districts of Doukala.	The agricultural outlook in the districts of this port could not be more brilliant than it is at the time of writing (January 26, 1893), and if there be no reappearance of locusts or other unlooked for causes of detriment the next harvest bids fair to be an abundant one.
Prospects of 1893.	

These good prospects appear to have been considerably modified later in the season, for Mr. Redman, writing on February 13, reported much damage done to young wheat and barley in some districts of the province of Doukala, and in the immediate neighbourhood of Mazagan, the green fodder for cattle also suffering from their ravages, while the depositing of their eggs was a source of danger to the later crops of maize, &c.

Prevalence of north-easterly winds had dried up the soil, and the young wheat and barley were assuming a yellow tinge.

The agricultural outlook at that time was somewhat alarming, but matters appear to have improved later on, for on March 4 Mr. Redman informed me that prospects had greatly improved since recent rains, and it was hoped there would still be fair crops of beans, barley, and the earlier sown wheat, as they would

probably be matured before the young locusts made their appearance.

It was considered doubtful if the late crops would escape.

The big locusts appeared to have left the district, and gone northward, after depositing their eggs.

DAR-AL-BAIDA (CASABLANCA).

Mr. Vice-Consul Fernau reports as follows :—

Early in 1892 the agricultural prospects were very promising, but the wheat, barley, and maize crops were seriously damaged and much reduced by heavy rains during March, April, and early May; the barley crop, which promised to be the best ever known in this district, proves to be of very inferior quality, yellow, and weighing nearly 10 per cent. less than the average weight for this district. Excessive spring rains in 1892.

From the native farmer's point of view the year would nevertheless have been a good one but for the growing extortion practised by the Moorish Government, which, instead of improving, appears to be getting worse year by year, as the wants of the Sultan, his governors, and their sheikhs increase.

During the month of May an epizootic made its appearance among the cattle of this district. It was either foot-rot or a mild form of foot-and-mouth disease, neither of which have been known here for the last 20 years at least. Disease among animals.

The epizootic was at its worst during July, but had quite disappeared by the end of August. A large number of cattle were attacked, but very few, and those mostly young animals, died.

From enquiries I made among the natives it appears that the disease first attacked the feet, which the animals licked, soreness of the tongue and mouth following. Symptoms.

Some of the natives treated the diseased animals with vinegar and wood tar, and stated that the disease was rapidly overcome by this treatment. Treatment.

At present the prospects for the coming season are anything but promising. Vast numbers of locusts have again invaded the country, and are devouring the standing crops, and also depositing their eggs in various localities. Abundant rains coming after the locusts would repair the damage to wheat and barley, but unless ripe before the appearance of the young locusts, these crops will probably be again destroyed and the country will suffer severely in every way. Prospects of 1893.

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AND FINANCE.

MOROCCO.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF TANGIER.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1189.

*Issued during the Recess and Presented to both Houses of Parliament
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MOROCCO.

TANGIER.

Consul White to the Earl of Rosebery.

My Lord,

Tangier, September 9, 1893.

I HAVE the honour to transmit herewith my Report on the Trade and Commerce of Tangier for the year 1892. I regret that owing to the usual difficulty in obtaining the Returns I have not been able to prepare the Report at an earlier date.

I have, &c.

(Signed) HERBERT E. WHITE.

Report on the Trade, Commerce, &c., of Tangier for the Year 1892.

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Preliminary Remarks.

In reviewing the trade and commerce of Tangier it is in great measure necessary, in order to obtain a correct idea of the commercial position, to extend the range of inquiry so as to embrace the other ports of the district, as Tangier, Laraiche, and Rabat are the ports through which Fez, Mequinez, and the northern and eastern provinces of Morocco receive their foreign goods, trade being diverted from one to other of these ports by various local causes, such as state of roads, or the prevalence of strong westerly winds, which may render the western ports impracticable.

General
trade.

The year 1892 may be considered, on the whole, a very satisfactory one from the commercial point of view, especially as regards the position of British trade, for though exports in general in this district show a diminution in both bulk and value, the value of exports to Great Britain and its dependencies has risen from 191,262*l.* to 213,100*l.*, and imports show a general increase of 14 per cent., and if British trade alone is regarded, of 15½ per cent. The total British trade, including imports and exports, for the whole district has risen from 669,903*l.* in 1891 to 778,722*l.*

British
trade.

Imports.

Imports
at Tangier.

On examining the returns of imports during the year 1892, and comparing them with those for the preceding year, we find,

if confining ourselves to the port of Tangier, that they have increased in value from 490,789*l.* to 524,784*l.*, or nearly 7 per cent., the gain being almost entirely on British imports, which have risen from 252,997*l.* to 291,157*l.*, or 15 per cent., other countries remaining nearly stationary. The articles which show the greatest increase are cotton manufactured goods, flour, hardware, oils, and spices.

If we extend our survey to the whole district we find the total value of imports has increased from 861,099*l.* to 1,010,648*l.*, or 14 per cent., whilst British imports have risen from 478,664*l.* to 565,622*l.*, or 15½ per cent.

The principal articles imported from Great Britain are cottons, tea, candles, hardware, flour, glass and chinaware, oil and tobacco from Gibraltar.

From France come loaf-sugar, silks, glass and chinaware, hardware, tiles, flour.

From Germany and Austria cloth, hardware, glass and china-ware, and loaf-sugar.

From Spain come wines and spirits, Barcelona cottons, a few tiles and bricks, &c.

From Belgium iron and rafters and loaf-sugar.

Proceeding to the principal articles of import individually we find that building materials again form an important item in the return of imports at Tangier, the amount introduced at the other ports of the district being insignificant, as Europeans are not allowed to build there. At Tangier the total value of such materials was 12,146*l.*, of which 6,216*l.* was for bricks, roofing tiles and fancy tiles, all of French origin except 864*l.* worth from Spain. There would be a larger importation of bricks were it not that considerable quantities are now made locally. Timber and planks, principally of Swedish origin, were imported to the value of 3,550*l.* The value of cement imported was 1,262*l.*, but of that only 416*l.* came from Great Britain, the remainder being mostly French, which is preferred as being cheaper. Gypsum, also from France, figures for 840*l.* Iron rafters from Belgium, to the value of nearly 2,000*l.*, should perhaps have been included under this heading, but I have omitted them here, as in the return they are classed with iron.

The quantity of building materials continues to increase, as it has been found more satisfactory to import ready-made wood-work and other materials than to procure them locally.

The small decrease in the value of candles imported at Tangier is more than compensated by the increase at Larache and Rabat. The total value of candles imported in the district amounted to 30,109*l.*, as compared with 20,234*l.* in 1891. It is satisfactory to note that Great Britain retains the market in this article, 29,640*l.* of the total value figuring amongst British imports. The candles that meet with the readiest sale are paraffin, which can be sold at a low price; but I understand that a small demand is arising amongst the wealthier Moors, more especially amongst court officials, for a harder candle which is not

so much affected by the heat, and a few special lots of stearine candles have lately been brought from France to meet this demand.

Cloth.

There appears to have been a decrease of about 17 per cent. in the value of cloth imported in the district during 1892, the figures being 33,183*l.*, as against 40,644*l.* in the preceding year. The value of the cloth imported from England was only 8,238*l.*; it is bought only by the better class of natives, who can afford to pay 8*s.* to 10*s.* per yard, and appreciate the difference in quality between that and the German and Austrian cloths sold at from 2*s.* 6*d.* to 4*s.* the yard. English "army cloth" is purchased only by the Government for the manufacture of uniforms for the troops.

Cottons.

Cotton manufactured goods show a very satisfactory rise, the value imported in this district during 1892 being 375,207*l.*, which is in excess of the value imported during any former year.

TABLE showing the Value of Cotton Goods Imported during the preceding Eight Years.

Year.							Value.
							£
1884	..	..	..	..	..	..	225,738
1885	..	..	..	..	..	..	295,940
1886	..	..	..	..	..	..	310,138
1887	..	..	..	..	..	..	294,877
1888	..	..	..	..	..	..	277,978
1889	..	..	..	..	..	..	273,725
1890	..	..	..	..	..	..	329,265
1891	..	..	..	..	..	..	312,943
1892	..	..	..	..	..	..	375,207

This increase is the more gratifying as the trade is almost entirely in the hands of British manufacturers, for of the above total 336,903*l.* represents the value of British cottons, croydons, long-cloths, T-cloths, shirtings, muslins, prints, bordered scarves, white mulls, cretonnes, salampores, flannelettes, handkerchiefs, &c., whilst France and Germany sent sateens and muslins to the value of 20,990*l.* and 7,750*l.* respectively, the former amount including Swiss grenadines and the latter cottons of Austrian origin, and Spain provided 1,950*l.* worth of croydons, towels, T-cloths, and hosiery of Barcelona manufacture.

Crockery,
earthenware
and glass-
ware.

The total value of these goods imported in the district amounted to about 14,000*l.*, which may be classed as follows:—

Country.							Value.
							£
Great Britain	..	..	..	..	..	..	3,800
France	..	..	..	..	..	..	5,000
Germany	..	..	..	..	..	..	4,500
Belgium and Spain	..	..	..	..	..	..	700

The chief articles under this head are earthenware bowls, large and small, cups and saucers of china, and small fancy coloured glass tumblers used for tea.

Taking hardware in its broad sense, we find the total value Hardware. imported in the district during the year under review to have been about 19,200*l.*, of which Great Britain provided 9,074*l.*, France 4,767*l.*, and Germany 4,801*l.*

The principal oil imported is cotton-seed oil, which is largely Oils. used for adulterating olive oil.

The continually increasing foreign population of Tangier Provisions, causes a corresponding increase in the amount of groceries, &c., grocery, &c. imported. In 1892 the total value for the district, exclusive of candles, sugar, and tea, amounted to upwards of 51,000*l.*, of which about 16,000*l.* was for flour, coming principally from England, France, and America; 11,122*l.* for spices, imported in great measure from England; and 7,000*l.* for coffee.

The manufactured silks imported continue to come principally Silks. from France, and to consist of dress material, brocades, satins, handkerchiefs for head dress, &c. Silks of English manufacture are too expensive for this market.

This is always an important item in the returns of imports. Raw silk. It comes viâ Marseilles, and figures amongst French imports; but it is in great measure of Italian origin. The total value imported in the district was 63,658*l.*

After cottons loaf-sugar is the most considerable of the Loaf-sugar. imports, and the quantity introduced into this country appears to increase every year. The total value of loaf-sugar imported in this district in 1892 was about 150,000*l.*, of which 144,000*l.* came from France and the remainder chiefly from Belgium and Germany. So long as sugar bounties exist in foreign countries, we must resign ourselves to see this trade in other hands. The average retail price of loaf sugar here varied from 22*s.* 6*d.* to 24*s.* per cwt. British refineries cannot compete at such prices.

Germany and Austria supply most of the crushed sugar, some Crushed of which is reshipped for Spain. sugar.

Brown sugar comes from England, but owing to the cheapness Brown sugar. of loaf and crushed sugar the demand for it has greatly decreased.

The returns show a slight increase in the amount of tea Tea. imported in this district, the value being 40,716*l.*, of which 39,279*l.* came from England. In 1891 the total amount imported was valued at 37,345*l.* The classes of tea in demand remain the same, namely, Hysons at from 7*d.* per lb. to 1*s.* 6*d.* per lb., the demand for the cheaper kinds having increased owing to the poorer classes taking to tea drinking.

Rates of Exchange.

As the fluctuations in the rates of exchange affects imports Rates of especially, it may be convenient before leaving this branch of our exchange. exchange.

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enquiry to touch on that subject. The rates of exchange on London during the year were as follows:—

Month.						Per Cent.
January	..	..	..	..	..	14½
March..	..	..	..	..	..	19
May ..	..	..	..	..	..	15½
June ..	..	..	..	..	..	14
August	..	..	..	..	..	17
September to December	..	..	..	..	..	17½

The rate of exchange here depending upon that at Madrid, its rise is attributable to the large quantity of paper put into circulation by the Bank of Spain without a sufficient reserve fund of gold, and to the depreciation of silver. Until 1891 the rate of exchange rarely reached 5 per cent., the sudden and great advance in the rate has naturally had a bad effect on the import trade, as natives have found European goods dearer by from 10 per cent. to 15 per cent. On the other hand, the high rate has enabled grain and other goods to be exported and sold at a profit in Europe at a price which at former rates of exchange would have been lower than purchase price and expenses. This and other causes have happily in some measure counteracted the ill effects of the rise in the rate of exchange; but I fear that I shall have to record a diminution in imports in my report for the present year, as the rate of exchange has continued to rise, and is at this moment at 23 per cent.

Exports.

Exports—
General,
at Tangier.

Passing to exports we find, on referring to the returns, that at the port of Tangier they have fallen from 321,823*l.* to 250,471*l.*, or 22 per cent.; the British share has fallen in a smaller degree, namely, from 68,251*l.* to 52,495*l.*, its proportion to the whole being now 56 per cent., whereas in 1891 it was 48 per cent. The Spanish share of export trade, on the other hand, has fallen from 56 per cent. to 19 per cent., and the French share from 23 per cent. to 21 per cent., or, if Tunis and Dakar are included, 22 per cent.

The principal decrease was in oxen, goatskins, slippers, fowls, dates, hides, and also specie, but nearly all articles show more or less decline; birdseed and woollen stuffs alone show an increase.

In district.

British
exports.

If we embrace the whole district in our review, we observe that the total value of exports has fallen from 440,026*l.* to 378,172*l.*, *i.e.*, 14 per cent., but that British exports have risen in value from 191,262*l.* to 213,100*l.*, an increase of 11½ per cent.; they now form 56 per cent. of the whole, whereas they were in 1891 only 43 per cent.

The chief item in the table of exports at Tangier is oxen, Oxen. and it is under this head that the greatest decrease is observable. In 1891 there were 18,833 head of oxen exported, valued at 112,998*l.*; in 1892 the number was only 10,690, valued at 64,040*l.* The number exported to Gibraltar remained about the same, but the exports of Spain fell from 7,070 head to 1,130 head. To Portugal only 41 were exported, as against 1,581 in the preceding year, and none were shipped to France or other countries. The cause of this decline is easily found. Foot-and-mouth disease broke out at Tangier in late spring, and the Governments of Spain and Portugal prohibited the importation of Moorish cattle. Gibraltar, whilst imposing certain precautionary restrictions, continued to admit the cattle.

The quantity of birdseed shipped was nearly double that of Birdseed. the preceding year, the value being 3,528*l.*, as against 1,733*l.* All the shipments were to Great Britain, where there was a great rise in prices.

Of the 10,338*l.* worth of dates exported, Great Britain took Dates. 7,953*l.*, and Spain 2,226*l.*

Dyes, consisting principally of zerguina, were exported during Dyes. the year to a value of 3,404*l.* chiefly to Great Britain. In 1891 the value was 4,710*l.*

A considerable decrease is also noticeable in the amount of Goat skins. goatskins exported, the figures being as follows:—

1891, 17,986*l.*, of which 11,505*l.* to Great Britain; 1892, 11,100*l.*, of which 4,400*l.* to Great Britain.

Most of the skins sent to England are for transshipment to America, and the demand for Moorish skins in the United States has greatly fallen off, as better skins are procured from other parts of Africa.

The quantity of eggs exported was greater in 1892 than in Eggs. the preceding year, but prices ruling lower the total value was somewhat less. The total shipments are estimated at about 19,000,000 eggs, valued at 34,683*l.*, of this amount 29,290*l.* worth were sent to Spain, and the balance to Gibraltar, with the exception of a few shipments to England.

The trade in fowls is also exclusively with Gibraltar and Fowls. Spain, the former taking last year to the value of 39,000*l.*, and the latter 846*l.*

Slippers made of Morocco leather are always exported in con- Slippers. siderable quantities to the other Barbary States and Egypt. In 1892 the value fell from 27,840*l.* to 22,170*l.*, of which 16,260*l.* were sent via Gibraltar.

Woollen textiles form the only item in the returns of exports Woollens. which show a considerable increase—trade in this branch having been particularly brisk in 1892. Of the total value of 31,750*l.*, 7,700*l.* were shipped to British ports, 18,100*l.* to French ports, including Tunis and Dakar, 2,300*l.* to Tripoli, and 3,600*l.* to Spain. These goods consist chiefly of haicks, jelabs, and blankets.

The shipping returns for the year 1892 show a decrease on the Shipping, general.

preceding year of 45 entries, with an aggregate tonnage of 27,257, of which amount 17 vessels, with 28,088 tons, are steamers, whilst sailing ships, though 28 less in number, give an increase of 831 in aggregate tonnage. The decrease in steamships is, as will appear below, almost entirely in vessels under the French flag, British shipping, on the contrary, showing a small advance. I should observe that no account is taken of the coasting trade in the annexed tables, which only include entries from and clearances to foreign ports.

British.

The increase in British shipping is 22 vessels and 9,425 tons, it would have been slightly greater had not three "Hadj" steamers been temporarily transferred to the Dutch flag so as to secure the Java mails. British shipping is composed as follows : 274 entries, with 20,835 tons, of small steamers plying between Gibraltar and Tangier; 23 entries, with 19,935 tons, of the Mersey Steamship Company running from London to Mogador, touching at Gibraltar and western ports of Morocco; 10 "Hadj" boats, of 14,188 tons, calling to take pilgrims to Jeddah; 6 tourists' vessels of the Orient and other companies, with a tonnage of 10,086 tons; 4 entries, with 2,927 tons, of Eastern Telegraph Company vessels; and 4 other steamers calling for cargo.

French.

The decrease in French shipping is attributable to the fact that at the end of April the subsidised mail boats of the French Transatlantique Company ran fortnightly instead of weekly as before, and no longer continued the journey on to Cadiz, thus making only one entry at Tangier each voyage instead of two, as when they made Cadiz their terminus, touching again at Tangier on their return journey; their total entries for the year were 32, with 27,660 tons, as against 75 entries, with 66,933 tons, in the preceding year. The other entries were 48 vessels, with 23,340 tons, of the Paquet line of Marseilles visiting the Moorish ports twice a month en route to the Canary Islands; 13 steamers, of 2,984 tons, bringing back labourers from Algeria, and one "Hadj" boat, of 798 tons.

Spanish.

Although the number of entries of Spanish vessels in 1892 is almost the same as in the former year, the tonnage has increased by 24,683 tons or 35 per cent. Sailing vessels show a decrease of 20 in number, but an increase of 1,590 tons in burthen, the vessels that visited this port having been of larger size than formerly. Steamers show an increase of 22 in number, and of 23,093 in tonnage. The majority of the Spanish steamers entering this port were the subsidised mail boats of the Transatlantica Company, which are credited with 196 entries and 75,118 tons; they ply between Cadiz and Tangier, making three voyages a week each way, and once a month between Cadiz and Tangier, the Morocco ports, and Barcelona. The Haynes' Company of Cadiz and Gibraltar have 24 entries, of 8,832 tons. The remaining entries were 2 steamers, of 1,094 tons, from Gijon with coals, and 2 steamers, of 810 tons, which took cattle for Barcelona.

German.

German shipping has remained stationary. The entries were

as follows: 12 vessels, of 11,261 tons, of the Woermann Line running from Hamburg to West Coast of Africa, touching at the principal Moorish ports; 11 vessels, of 10,238 tons, of the Sioinan Line, visiting the ports of Italy and Spain; and 9 vessels, of 5,716 tons, of the Atlas Line, whose itinerary is Hamburg, Antwerp, Lisbon, Tangier, and western ports of Morocco.

Of the 9 Dutch steamers, 3 "Hadj" boats, as above stated, Dutch. of 4,532 tons, were English steamers transferred temporarily to the Dutch flag, the remaining 6 steamers, of 3,831 tons, belong to the "Koninklijke Nederlandsche Stoomboot" Company which ply once a month between Amsterdam, Lisbon, Tangier, Gibraltar, and the ports of Italy.

Population and Industries.

The population of Tangier has greatly increased of late years and must now amount to about 30,000, but no census having ever been taken it is impossible to give accurate figures. The principal increase has been in the Spanish residents who now number upwards of 6,000 almost entirely of the labouring classes. The total foreign population probably does not exceed 9,000.

Notwithstanding the increase in the supply of labour, wages ^{Wages.} have risen, and now vary from 2s. to 5s. per diem for masons, carpenters, &c., and from 10d. to 1s. 2d. or 1s. 3d. for labourers.

There are four steam mills in work at Tangier, three of them ^{Steam mills.} flour and saw mills, the fourth only for flour. All the machinery came from Great Britain.

Electric light has been introduced by a Spanish Company, ^{Electric light.} but so far, I believe, with no great success, subscribers not being sufficiently numerous, and street lighting in the town being left to the initiation of private persons.

The Spanish Telephone Company, on the other hand, which ^{Telephones.} started operations here some years since continues to obtain an increasing number of subscribers.

Public Works.

A project is under discussion for introducing various improvements at Tangier in the way of better sanitation, scavenging, repair of roads, &c. The principal work to be undertaken is the supply of water to the town. Due notice will, however, be given ^{Water supply.} when tenders are invited.

Agriculture.

1892 was a bad year for cereals on account of the excessive rains in the preceding winter. The immediate neighbourhood of Tangier, however, rarely produces crops sufficient even for local wants; and land transport being expensive, whilst sea transport

is prohibited; except on payment of full export duties or by the Sultan on his own account, prices rule much higher than in other parts of Morocco. Free coastwise trade in grain has occasionally been permitted for limited periods, and proved of the greatest benefit, especially to the poorer classes, but unfortunately for the last 3 years it has been found impossible to obtain the necessary permission.

Cattle.

As noted above there was a considerable decrease in 1892 in the number of cattle exported, in great measure owing to the outbreak of foot-and-mouth disease. This disease appeared in the late spring and spread very rapidly, causing at first great alarm, both amongst the owners of cattle and amongst the general public, who feared to eat beef. It was soon found, however, that the disease was very rarely fatal except to young calves, and that, after running its course during two or three weeks, it left the animals without any permanent ill effect. It was found also that animals that had once passed through it were not liable to a second attack, and some owners of cattle purposely introduced the disease amongst their animals early in the season in order that they might recover before the great heat of summer. The disease gradually extended into the interior in an ever widening circle, but still with little or no mortality, and having attacked nearly all the cattle gradually died out and has now entirely disappeared.

Annex A.—RETURN of all Shipping at the Port of Tangier during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	83	321	68,892	323	68,975
Spanish	237	5,407	230	88,374	467	93,781
French	1	109	94	54,782	95	54,891
German	3	314	32	27,215	35	27,529
Dutch	...	...	9	8,363	9	8,363
Portuguese... ..	3	94	...	...	3	94
Austrian	...	...	2	2,214	2	2,214
Swedish	1	306	...	...	1	306
Total	247	6,313	688	249,840	935	256,153
„ for the year preceding ...	...	...	...	...	980	283,410

TANGIER.

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CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	1	46	318	67,949	319	67,995
Spanish ...	235	5,248	230	88,374	465	93,622
French ...	1	109	94	54,782	95	54,891
German ...	1	114	32	27,215	33	27,329
Dutch ...	...	...	9	8,363	9	8,363
Portuguese...	3	94	...	...	3	94
Austrian ...	...	...	2	2,214	2	2,214
Swedish ...	1	306	...	...	1	306
Total ...	242	5,917	685	248,897	927	254,814
„ for the year preceding ...	...	...	...	...	954	280,574

Annex B.—RETURN of Principal Articles of Export from Tangier during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Bird seed ...	Cwts. ...	5,880	£ 3,528	3,465	£ 1,733
Beeswax ...	...	957	5,922	1,005	6,036
Carpets ...	Bales ...	143	2,145	215	3,225
Crockery ...	Boxes ...	25	250	31	316
Dates ...	Cwts. ...	3,446	10,338	4,014	12,042
Dyes ...	...	1,702	3,404	2,360	4,710
Eggs ...	Thousand...	19,210	34,583	17,613	35,227
Fowls ...	Dozen ...	9,492	4,746	10,695	6,417
Goat-skins ...	Cwts. ...	4,040	11,110	5,139	17,986
Goat hair ...	...	282	452	369	635
Hides ...	...	675	1,214	1,151	2,072
Leather, flaly ...	...	54	108	35	106
Moorish curiosities ...	Packages...	206	2,060	277	1,985
Oxen...	Head ...	10,690	64,140	18,833	112,998
Shippers ...	Bales ...	739	22,170	923	27,840
Wool, washed and greasy ...	Cwts. ...	80	247	128	442
Woolen stuffs ...	Bales ...	645	31,750	273	13,760
Sundries ...	...	...	3,804	...	7,544
Total ...	...	...	201,971	...	255,068
Specie ...	...	...	48,500	...	66,755
Grand total ...	...	...	250,471	...	321,823

RETURN of Principal Articles of Import to Tangier during the
Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Bags, empty	Bales	278	1,945	338	2,290
Bricks and tiles			6,272		7,840
Candles	Cwts.	2,251	6,502	3,471	6,943
Caps, red	Dozens	930	980	1,030	1,030
Cement	Cwts.	6,440	1,282	6,905	1,399
Chemicals and drugs	Packages	1,099	3,320	689	2,269
Cloth	Bales	203	21,370	194	25,140
Coals...	Tons	1,284	1,963	1,865	2,798
Coffee	Cwts.	1,096	4,384	761	3,044
Copper and brass		712	2,766	716	2,968
Cotton manufactured goods	Packages	3,081	196,020	2,931	184,240
" raw	Cwts.	494	1,975	384	1,440
Crockery, china, &c.	Packages	452	2,985	675	5,245
Deal planks and timber			3,730		4,405
Dyes, campeachy, cochineal	Cwts.	175	1,030	339	2,065
Firearms	Packages	198	1,320	605	1,308
Flour	Cwts.	14,187	14,187	7,026	7,032
Furniture	Packages	1,047	3,778	1,123	3,951
Glassware		1,513	6,508	991	4,728
Groceries and provisions...		7,004	11,140	6,997	11,832
Gum, benzoin	Cwts.	188	690	139	695
Gypsum		8,390	878	12,292	1,229
Hardware			10,177		7,136
Hides, fresh and dry	Cwts.	250	815	598	743
Incense and perfumery	Packages	152	1,265	173	1,320
Linen, manufactured	Cases	12	1,200	85	1,700
Iron, iron rafters, &c.			4,238	9,320	7,385
Matches	Gross	18,300	1,830	11,900	1,190
Oils, cotton seed, colza, linseed, olive			5,124		1,392
Oil, petroleum	Cases	5,148	1,796	6,281	1,643
Paints	Cwts.	1,340	1,116	840	698
Silk, manufactured	Cases	63	5,040	71	6,680
" raw	Cwts.	1,072	42,880	1,062	42,480
Spices		3,643	7,765	2,170	4,878
Stationery, paper, &c.	Packages	1,613	2,945	503	2,057
Sugar, brown and crushed	Cwts.	3,408	3,827	4,852	5,225
Sugar, loaf		18,523	17,489	12,934	18,737
Tea	Chests	5,436	24,466	5,013	22,582
Tobacco	Cwts.	4,813	3,384	2,255	6,930
Wine, spirits, alc, &c.			10,274		11,275
Sundries			25,588		23,347
Total			470,884		448,289
Specie			53,900		42,500
Grand total			524,784		490,789

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Tangier from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain and Gibraltar ..	141,645	156,370	291,157	252,997
France and Algeria	52,495	68,251	162,635	163,111
Germany	671	416	51,091	50,087
Spain	47,196	84,344	13,128	15,875
Belgium	48	88	4,033	2,143
Italy	2,781	2,669	..	1,285
Portugal	318	9,685	..	283
Holland	..	..	840	1,247
Sweden	..	..	1,900	2,190
Russia	..	..	..	1,248
Austria	..	..	..	323
Tunis	355	..	..	..
Tripoli	2,366	..	..	..
Dakar	2,596	..	..	..
Total	250,471	321,823	524,784	490,789

TETUAN.

Mr. Consular Agent Nahon reports as follows:—

Annex A.—RETURN of all Shipping at the Port of Tetuan during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	57	985	9	479	66	1,464
French	...	...	6	1,623	6	1,623
Spanish	64	623	14	4,224	78	4,847
Total	121	1,608	29	6,326	150	7,934
„ for the year preceding ...	...	...	...	...	121	3,861

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	55	939	9	479	64	1,418
French	...	...	6	1,623	6	1,623
Spanish	61	568	14	4,224	75	4,792
Total	116	1,507	29	6,326	145	7,833
„ for the year preceding ...	...	...	...	...	122	3,707

Annex B.—RETURN of Principal Articles of Export from Tetuan
during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Almonds ...	Cwts. ...	116	700	300	900
Basket, empty ...	Pieces ...	3,600	30	3,600	28
Canary seed ...	Cwts. ...	30	21	150	63
Eggs ...	Thousands ...	1,953	3,400	1,050	1,575
Fowls ...	Dozens ...	215	£1	110	65
Fresh fruits ...	...	...	11	...	280
Goat-skins ...	Cwts. ...	3	12	...	225
Linseed ...	...	196	393	1,350	510
Onions ...	...	...	1,600	1,600	300
Oranges ...	Thousands ...	...	1,142	1,900	950
Slippers ...	Pairs ...	...	...	2,250	225
Snuff ...	Cwts. ...	...	...	36	360
Vegetables ...	...	...	97	...	110
Walnuts ...	Cwts. ...	150	112	75	45
Wax ...	...	120	633	525	2,625
Other articles ...	...	...	138	...	500
Total ...	...	...	6,770	...	8,981

RETURN of Principal Articles of Import to Tetuan during the
Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Brass and copper ...	Cwts. ...	...	...	66	239
Building materials ...	...	...	287	...	650
Candles ...	Cwts. ...	430	860	430	860
Cloth ...	Bales ...	67	4,352	30	2,880
Coffee ...	Cwts. ...	170	744	175	612
Cotton manufactures ...	Bales and boxes ...	440	22,201	400	32,000
Cotton, raw, and cotton thread...	Bales ...	40	98	100	3,400
Crockery and glassware ...	Barrels, boxes, hampers ...	336	1,309	250	730
Drugs ...	...	...	180	...	800
Flour ...	Bags ...	...	...	1,200	1,200
Furniture ...	Bales ...	386	1,833	...	1,060
Hardware ...	Barrels and boxes ...	145	2,000	170	2,550
Hides ...	Cwts. ...	170	484	500	1,000
Iron ...	...	3,382	1,454	4,800	1,230
Olive-oil ...	Barrels ...	...	...	150	1,200
Petroleum ...	Boxes & tins ...	2,654	1,144	2,500	625
Rice ...	Cwts. ...	738	697	300	270
Saltpetre and salt, common ...	...	2,135	329	4,600	375
Silk ...	Bags, ...	114	5,709	10	500
Spices ...	boxes, serous ...	165	360	150	263
Sugar—	...	...	...	...	...
Loaf ...	Cwts. ...	495	6,206	3,500	4,200
Crushed and brown ...	...	...	...	1,000	950
Steel ...	...	375	300	420	315
Tea ...	Chests ...	130	186	140	420
Wine, spirits, and ale ...	...	...	3,127	...	750
Other articles ...	...	...	8,680	...	4,584
Total ...	...	...	62,440	...	68,663

Annex C.—TABLE showing the Total Value of all Articles
Exported from and Imported to etuan from and to Foreign
Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Gibraltar	4,650	7,705	61,310	61,358
Marseilles	..	..	..	350
Spain	2,120	1,176	1,130	1,955
Total	6,770	8,881	62,440	63,663

Annex D.—RETURN of British Shipping at the Port of Tetuan in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
61	2	63	1,864	33	1,897	24	32	56	400	822	1,222
			£						£		
			58,555						6,467		
			256						228		

Indirect or Carrying Trade in British Vessels from and to other Ports.

Entered.						Cleared.					
Number of Vessels.			Tonnage.			Number of Vessels.			Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Alhucemas ...	...	1	...	11	11	...	1	1	...	11	11
...	...	...	...	...	...	...	2	2	...	61	61
...	...	...	...	...	...	...	3	3	...	62	62
Total ...	...	1	...	11	11	Total ...	...	...	...	12	12

LARAICHE.

Mr. Vice-Consul Forde reports as follows:—

Imports.

The imports of 1892 exceed those of any previous year on record by some 40,000%.; but Great Britain has not kept its place in the great increase of these last 10 years. Great Britain share.

In the decade from 1873–82 Great Britain with 156,700% France. exceeded the imports from France by 68,600%, whereas from 1883–92 the former, which sent 640,800%, was only 32,100% in excess of France. This progress on the latter's part is due to the enormous increase in its shipments of sugar; in fact, it may be said to have monopolised this trade here, seeing that in 1892 it sent over 95 per cent. of the total. Sugar. Belgium contributed 4 per cent., and Germany and Great Britain $\frac{1}{2}$ per cent. each.

Manchester goods, which since 1888 had fallen off seriously, have come to the fore again. The quantity of candles imported is about double that of any previous year, 98 per cent. coming from England. I learn that a considerable portion of these, which are all paraffin of inferior quality, are diverted from their legitimate use in Fez, and employed in adulterating beeswax, it being more convenient to use paraffin in this shape, as it averts suspicion. Manchester goods. Candles used to adulterate beeswax. The general quality of teas has in these last few years deteriorated, this being, I believe, owing to tea drinking having become much more common among the country Moors, who are content with an inferior article. Teas.

The earthenware trade, which was in former years a British monopoly almost, has been allowed to pass over to France; but Germany is now trying to take its share. The latter is also beginning to send thousands of cheap, attractive tea-glasses, and will probably wrest this trade from France. Earthenware. Tea-glasses.

The ammunition which came from Germany was for the Moorish Government, and consisted of gunpowder and loaded and empty cartridges. Ammunition.

Of woollen cloth some 7,000 yards were from Germany and 5,000 yards from England; the former was a cheap, well-got-up cloth of wool and cotton, and has become rather fashionable among the natives. Woollen cloth.

The machinery was for the Moorish Government. The rebate in duty of some articles, conceded to the last French mission, is not likely to cause any perceptible increase in imports of the items affected, for the simple reason that jewellery, silk goods, &c., are, as a rule, easily smuggled in, and, therefore, are seldom seen at the custom-house. I have never known jewellery to be dutied here. Machinery. Jewellery, &c.

Exports.

All the barley and 10,600 quarters of beans shipped in 1892 (1644) Barley and beans.

belonged to previous year's crops. The whole of the former went to Gibraltar, and of beans 64 per cent. was for Great Britain and Gibraltar, 24 per cent. for Portugal, and 12 per cent. for Spain.

Birdseed,
great increase.

The most remarkable feature of the year is the enormous quantity of birdseed exported, exceeding that of any previous year by nearly 4,000 quarters; and, owing to very short crops in other countries, prices in the second half of the year ruled abnormally high.

Wool.

The quantity of wool does not increase, and the quality of that shipped seems rather to deteriorate, because the very finest of the clip is bought up by mountain tribes for manufacture of native clothing, besides of late Rabat merchants buy largely of fine Aboudia to mix with and improve the appearance of their coarser wools.

Shipping.

Lighterage
service of
port.

There has been an increase of some 12,500 tons on that of 1891, and this is made up by steamers. The lighterage service of the port, which is a Government monopoly, is in a very backward and inefficient state. This is being felt more acutely each year, seeing that some 80 per cent. of all imports have to be landed from steamers anchored outside the bar, whereas formerly the imports, which were insignificant, and all exports were shipped in sailing craft inside, but lighterage has not been increased. What is wanted, and, in fact, has become indispensable, is a steam tug and some large decked lighters.

General
trade.

Trade has, on the whole, had a healthier tone, having accommodated itself to the high rates of exchange, which have not fluctuated to any serious extent, as in 1891; also the difficulty which has hitherto existed in obtaining bills on Europe is being obviated by the recent establishment of a branch of a Tangier bank.

Branch bank.

Agriculture.

Crops.

All grain crops, which at the beginning of the year gave promise of being one of the heaviest ever known in the district, have turned out much under the average, owing to the torrential rains which fell in early spring.

Barley and
wheat.
Beans.

Barley and wheat were not sufficient for local consumption. Beans, which from the quantities sown, should have yielded about 100,000 quarters, only reached some 20,000 quarters.

Chick peas.
Birdseed.

Chick peas were also much under the average.

Birdseed, which can stand any quantity of rain, yielded the heaviest crop ever gathered. Several farmers, encouraged by the high prices lately paid, have this winter departed from their hitherto invariable custom of sowing small quantities among their wheat, and have sown it almost alone, mixing with the seed some

grains of wheat, as the latter, they say, having a thicker and stronger stalk, serves to protect the thinner and weaker birdseed from the severity of the weather.

Millet seed and dari were almost totally destroyed also by the heavy rains. This neighbourhood is well adapted for millet, and it would be extensively cultivated were it not for the very heavy export duty which, as a rule, is about 100 per cent.

The locusts of 1891 destroyed this year's oranges.

Cattle and sheep have, owing to the abundance of pasturage, been kept in good condition.

At the time of writing the prospects for coming crops are satisfactory on the whole, a few showers of rain only being required for the late wheats.

Annex A.—RETURN of all Shipping at the Port of Laraiche during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	10	531	33	21,583	43	22,114
Danish ...	5	551	...	...	5	551
French ...	1	59	46	22,698	47	22,757
German ...	3	282	8	4,791	11	5,073
Norwegian ...	2	248	...	...	2	248
Portuguese...	41	1,935	...	...	41	1,935
Spanish ...	47	1,996	16	13,482	63	15,478
Total ...	109	5,602	193	62,554	212	68,156
„ for the year preceding ...	...	...	...	...	240	55,758

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	10	531	33	21,583	43	22,114
Danish ...	5	551	...	...	5	551
French ...	1	59	46	22,698	47	22,757
German ...	3	282	8	4,791	11	5,073
Norwegian ...	2	248	...	...	2	248
Portuguese...	41	1,935	...	...	41	1,935
Spanish ...	47	1,996	16	13,482	63	15,478
Total ...	109	5,602	193	62,554	212	68,156
„ for the year preceding ...	...	...	...	...	240	55,758

Annex B.—RETURN of Principal Articles of Export from
Laraiche during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Barley	Quarters ...	1,660	£ 2,347	2,490	£ 2,999
Beans	" ...	28,912	38,445	20,853	28,890
Birdseed	" ...	9,358	23,325	3,662	6,074
Oranges	Thousands ...	...	...	2,445	1,467
Peas	Quarters ...	612	1,596	1,562	4,407
Wool in grease	Cwts. ...	6,537	16,996	6,506	15,615
Other articles	...	...	2,144	...	2,131
Total	...	...	89,853	...	61,583

Annex C.—TABLE showing the Total Value of all Articles
Exported from and Imported to Laraiche from and to
Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891	1892.	1891.
	£	£	£	£
Belgium	..	..	4,221	8,420
France	15,415	9,867	112,778	71,113
Germany	..	..	17,914	1,221
Great Britain	52,701	17,719	91,244	62,744
Italy	..	..	2,768	..
Portugal	15,280	9,899	..	..
Spain	6,457	24,098	345	..
Total	89,853	61,583	229,270	143,498

RETURN of Principal Articles of Import to Larache during the
Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Ammunition	Packages ...	1,355	14,620	..	...
Brass and copper	Cwts. ...	583	2,097	380	1,325
Candles	" ...	6,920	15,503	3,592	7,428
Coffee	" ...	297	1,426	117	642
Cotton, manufactured	Bales ...	597	48,290	449	32,656
" raw	Cwts. ...	541	2,164	171	684
Earthenware	Packages ...	331	1,408	277	977
Firearms	...	...	...	...	1,092
Furniture	Packages ...	248	1,145	...	...
Groceries, provisions, &c.	Cwts. ...	1,161	1,082	...	...
Hardware	Packages ...	197	1,216	320	2,296
Incense, perfumery, &c.	Cwts. ...	322	1,064	...	...
Iron	" ...	4,319	2,843	4,284	2,618
Machinery	Packages ...	452	4,105	...	...
Paper	Reams ...	12,238	1,193	5,694	572
Petroleum	Cases ...	1,290	496	3,046	1,218
Sacks, empty	Bales ...	119	1,389	...	...
Silk, raw	Cwts. ...	308	18,480	169	8,009
Spices	" ...	822	1,808	1,132	2,600
Sugar	" ...	66,714	94,913	58,217	69,855
Tea	Chests ...	1,731	6,933	709	3,657
Woollen cloth	Yards ...	12,260	2,267	14,700	2,940
Other articles	...	...	4,808	...	4,934
Total	...	...	229,270	...	143,498

RETURN of British Shipping at the Port of Larache in the Year 1892.
Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
26	9	35	14,244	2,448	16,692	37	3	40	78,540
									£
									37,530

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Number of Vessels.			Tonnage.			Number of Vessels.			Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Morocco ...	6	6	...	5,196	5,196	...	3	3	£
Portugal ...	2	2	...	226	226	...	...	...	...
Total ...	8	8	...	5,422	5,422	...	3	3	...

RABAT.

Mr. Vice-Consul Frost reports as follows :—

General Remarks.

The statistics of the movement of commerce at this port for the year under review present the same anomaly as those of the previous year, namely, an expanding import trade contrasted with a diminishing export trade.

Imported goods have reached a total value of 192,931*l.*, a Imports.
figure superior to that of any previous year, and showing an advance on the year 1891 of 28,559*l.* equal to 17½ per cent.

On the other hand, exports have shrunk to an almost un- Exports.
precedentedly low level, having attained a total of only 28,967*l.*, a loss of 20,883*l.*, or rather more than 40 per cent. on the already meagre figure of the previous year. In the aggregate there is a gain of 7,676*l.*, or about 3½ per cent. on the year's trade, which would, however, have been converted into a loss of equal amount had it not been for the exceptional import of a cargo of machinery for Government account from Germany.

Imports and Exports.

Compared with the previous year Great Britain with imports British,
valued at 121,863*l.* gains 20,273*l.*, or 20 per cent.; France with French, and
47,901*l.* loses 3,644*l.*, or 8 per cent.; and Germany with 21,705*l.* German
gains 11,708*l.*, or 117 per cent. Deducting the exceptional import imports.
above referred to German trade would stand to lose 2,292*l.*, or 23 per cent.

In exports, Great Britain with 11,049*l.* loses 1,474*l.*, or British,
12 per cent.; France with 17,095*l.* loses 17,442*l.*, or more than French, and
half; and Germany with 669*l.* loses 995*l.*, or 60 per cent. German
exports.

From these figures it is evident that British trade has been British trade.
well maintained, and compares favourably with that of other countries. The growth in the entries of our staple manufacture, cotton goods, is wonderfully sustained in spite of serious draw- Cotton goods.
backs. 10 years ago (1882) the import of British cotton goods was valued at 25,340*l.*; last year the amount had risen to 95,059*l.*, being the largest hitherto recorded, and showing an increase over 1891 of no less than 22,129*l.* No doubt the remarkably low price of this class of goods stimulated their sale, as well as the pressure of new houses striving for a share in the trade.

The import of tea is slightly less, but candles improved by Tea.
nearly 60 tons, bringing the total up to 180 tons, worth 7,244*l.*, Candles.
which is far in advance of any previous figures.

In imports from France, loaf-sugar has remained stationary French
in quantity, but slightly lower in value. France continues to imports.
hold the virtual monopoly of the supply of this article, the only Loaf-sugar.

competitor being Belgium, from whence a small lot of 20 tons was received, which, having arrived in a German vessel, appears in the returns as of German origin. Other articles show but trifling fluctuations, but it is noteworthy that candles have for the first time entirely disappeared from the list of French imports. The cotton goods credited to France are, I believe, almost entirely of Swiss manufacture.

German
trade.
Cloth and
woollens.

Machinery.

Crane.

Spanish
imports.

German trade has not been very flourishing, the import of cloth and woollens, its principal item, having fallen from 5,412*l.* to 2,746*l.* The market was overstocked with these goods the previous year, and the demand for them is limited almost wholly to the townspeople. The item of machinery which contributes 14,000*l.*, or two-thirds of the total import, consisted of material for the mounting of two Krupp guns, and includes a crane to lift 40 tons, which has been erected at the waterport by German engineers.

The imports from Spain are trifling, reaching 1,462*l.* in value only, and consisting of wine, building material, and fruit.

Exports.

Wool and
goat skins.

Exports have been adversely affected by diminished shipments of wool and goat skins, the former having fallen from 8,795 cwts., value 26,371*l.*, to 5,631 cwts., value 15,958*l.*, and the latter from 2,005 bales, value 13,578*l.*, to 581 bales, value 2,900*l.* These two items show a loss of 21,091*l.*, thus fully accounting for the reduction in the total exports. Bad markets in Europe have made the wool trade an unremunerative one, and the same remark applies to goatskins which have specially suffered from the collapse in the demand for the United States.

French
exports.
Wool.
Goatskins.

French export trade has been the most severely affected, the decline in wool being 2,945 cwts., value 9,535*l.*, and in goatskins 1,093 bales, value 8,216*l.*, reducing the total export to France by more than one-half.

British
exports.
Goatskins.
Woollen
goods.

British exports have declined in wool, 178 cwts., value 789*l.*, and in goatskins (for the United States), 88 bales, value 820*l.*, against which there is some improvement in woollen goods, carpets, and beeswax.

Exports to
Germany
and Spain.

Exports to Germany and Spain have been insignificant.

Navigation.

Navigation.

The return of navigation presents a total of just 100 vessels, of an aggregate tonnage of 57,554 register tons, which is in excess of any previous year, and superior to 1891, by 2 vessels and 3,612 tons.

British,
French,
German, and
Spanish
shipping.

British shipping is less by 5 vessels and 3,122 tons; French shipping has increased by 3 vessels and 1,798 tons; German shipping has increased by 7 vessels and 3,523 tons; and Spanish shipping has decreased by 3 vessels, but gained in tonnage

1,569 tons. It is of course well known that the tonnage under any given flag frequenting these ports is no index to the importance of that nation's commerce with Morocco. For instance, the 13 steamers under the Spanish flag which called off this port during the year under review landed goods to the value of 2,184*l.* only, and took almost nothing.

The decrease in British tonnage arises from less frequent British arrivals of steamers on their homeward voyages, occasioned by the paucity of cargo offering. tonnage.

The most noteworthy circumstance of the year was the arrival inside the bar of the German steamer "Essidet Turki," built to the order of the Moorish Government for the transport of war material from Germany. This vessel specially constructed to carry a large cargo on a light draught of water, and measuring 350 tons register, safely crossed the bar at neap tides drawing 7½ feet with 300 tons dead weight on board. She formed at her moorings a striking contrast to the small Spanish and Portuguese craft which for so long have been the sole occupants of our river. German steamer, "Essidet Turki."

At the same time the steam tug destined for service at this port, and referred to in my last report, arrived from Hamburg. She proves to be a superior little vessel of good power and capable of crossing the bar when the port lighters could not venture out. She is not, however, adapted for carrying cargo, but is intended to tow the lighters, which are the largest used on this coast, lifting 15 tons to 20 tons each. Being, as Moorish Government property, under the control of the Captain of the port, the vessel has, I regret to say, hitherto afforded but little assistance to the work of the port, arising from ignorance of her capabilities, coupled with a disinclination to encourage any improvement initiated by Europeans, displayed by that officer; and I much fear the good intentions of the Sultan in providing the steamer, at no small expense, will thus be nullified. Steam tug.

Specie to the value of 1,018*l.* was imported, and the export Specie amounted to 13,502*l.*

Bills on London and Paris ruled at from 12 per cent. to 18 per cent. premium for Spanish coin.

Agriculture.

Agricultural prospects are, as I write, far from encouraging. Clouds of locusts have appeared from time to time greatly damaging the growing crops, and although all might be repaired by seasonable rains, these unfortunately have been wanting of late, and with a hot sun, vegetation is parched. Last year's crops of wheat and barley were so good, that the dry weather has not as yet affected prices which remain at a moderate level.

Annex A.—RETURN of all Shipping at the Port of Rabat during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	18	14,830	18	14,830
Moorish ...	...	...	1	19	1	19
French ...	...	...	37	24,068	37	24,068
Spanish ...	6	114	13	10,381	19	10,495
German ...	2	173	13	7,694	15	7,867
Portuguese...	10	255	...	...	10	255
Total ...	18	542	82	57,012	100	57,554
„ for the year preceding ...	22	658	76	53,284	98	53,942

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	18	14,830	18	14,830
French ...	...	...	37	24,068	37	24,068
Spanish ...	5	89	13	10,381	18	10,470
German ...	2	173	13	7,694	15	7,867
Portuguese...	10	255	...	...	10	255
Total ...	17	517	81	56,993	98	57,510
„ for the year preceding ...	22	658	76	53,284	98	53,942

Annex B.—RETURN of Principal Articles of Export from Rabat during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Wool...	Cwts. ...	5,631	£ 15,958	8,795	£ 26,371
Goatskins ...	Bales ...	561	2,900	2,005	13,587
Woollen goods ...	„ ...	206	7,318	103	6,815
Grain (beans) ...	Quarters ...	798	603	805	805
Other articles ...	...	...	2,188	...	2,772
Total...	...	...	28,967	...	49,850

RETURN of Principal Articles of Import to Rabat during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Cotton goods and yarn ...	Bales ...	1,159	£ 98,897	1,009	£ 73,846
Loaf-sugar ...	Cwts. ...	26,768	32,256	26,753	34,706
Tea ...	Chests ...	2,290	8,896	2,732	10,920
Cloth and woollens ...	Bales and cases ...	163	6,666	218	8,212
Candles ...	Cwts. ...	3,622	7,244	2,501	5,003
Other articles ...	...	...	38,972	...	31,685
Total...	...	...	192,931	...	164,372

Annex C.—TABLE showing the Total Value of the Principal Articles Exported from and Imported to Rabat from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	11,049	12,523	121,863	101,590
France	17,095	34,537	47,901	51,545
Germany	669	1,664	21,705	9,997
Other countries	154	1,126	1,462	1,240
Total	28,967	49,850	192,931	164,372

Annex D.—RETURN of British Shipping at the Port of Rabat in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.										Cleared.					
Total Number of Vessels.				Total Tonnage.				Total Number of Vessels.				Total Tonnage.			
With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	
15	3	18		12,580	2,250	14,830		15	3	18		12,580	2,250	14,830	

FEZ.

Mr. Vice-Consul Macleod reports as follows:—

In submitting the following report I would remark that General owing to statistics not being procurable from the Moorish authorities, and to this being the first trade report issued from Fez, it is necessarily more a general survey of the market and the existing condition of trade than an elaborate statistical analysis. General remarks.

Imports.

The goods imported from abroad comprise the same articles used in other Moorish cities, and shown in the consular reports of Tangier and Laraiche with the addition of fine woollen yarn, silk and silk waste and cotton yarn imported for the "haik" looms and native silk looms.

On examining the conditions under which the import trade is carried on, it will be seen that they present such difficulties that it is not to be wondered at that the business of a merchant proper, *i.e.*, selling his own stock, is almost exclusively in native hands. The extremely low prices current, the excessive credits allowed by European manufacturers, and the keen competition amongst the native merchants themselves, all conduce to this result.

The fluctuations which occur in the rates of inland transport of goods by camels and mules, and the large percentage which this charge bears in the net delivered value of the rougher staple articles of trade, further harass the importer. Very frequently the profit or loss upon merchandise depends entirely upon whether the rate of freight from the coast has been cheap or otherwise. This rate is affected in its turn by the price of grain and the state of the weather, the mule and camel tracks being in wet weather almost or wholly impassable for heavily laden animals, and the rivers being frequently in flood and not having bridges cause further delays and hindrances to be of frequent occurrence during all but the summer months.

The obtainable profit on the staple imports being so largely dependent upon the inland transport variation, his skill in cheapening this charge further places the native merchant at an advantage in competing with the foreigner.

The supplying of the market is consequently almost entirely done by commission agents, who sell to the native merchants generally by contract, on sample, delivering goods f.o.b. at a Morocco or European port.

To the different ways in which the Germans and the English conduct this commission agency may in a large degree be attributed the great expansion of German trade in this district within the last 15 years.

The English manufactures are as a rule bought by Moorish commission agents residing in London or Manchester, or by

colossal concerns to whom the Fez market is not an object of importance or of special study, and who do not send representatives here to push their interests. There is consequently little or no enterprise observable in the English commercial relations with this district.

On the other hand the French, and more particularly the German, trade is done by travelling or resident European agents on the coast or in Fez. By their means many novelties are introduced and demand created for previously unknown articles, and trade springs up frequently in quite unexpected directions. Cheap glassware, cheap cutlery, cheap clocks, and enamelled iron-ware, cooking utensils, sewing machines, may all be quoted as instances of what can be done by enterprise and careful study of the wants of the natives. Formerly such articles were almost or wholly unknown, but since the advent of European temporary or permanent agents here an increasing trade is being developed. One by one articles of which England previously had the sale are being taken up by continental manufacturers, and imitations energetically introduced into the market. In competing for the sale of staple articles and introducing novelties, the knowledge of the native tastes and requirements gained by the travelling or resident European agents of continental houses is obviously of great advantage to the manufacturers.

Exports.

Exports. The exports from Fez comprise Taflett dates and goat-skins for London and Marseilles, and yellow slippers, and haiks, of local manufacturers, for Egypt.

Dates. These dates are brought by camels from the Taflett district, and are frequently of a very fine quality. They arrive here from the beginning of October till the middle of December, and merchants try to have their consignments on the London or Marseilles markets before Christmas, as after then the prices fall enormously. The trade is of a very speculative character. Last year the crop and supply were good, but owing to the high rates of exchange at the time there was a very keen competition amongst purchasers here anxious only to save a whole or part of the cost of buying bills on England by remitting produce instead. The trade is said, therefore, to have turned out very unprofitable. In connection with the date trade I would point out that if the French Algeria-Sahara Railway is extended further south or south-west, and Taflett brought nearer to it than to Fez, it is possible that the consignments might reach Europe in the future through that channel. The cost of transport to the Algerian ports by rail would probably be much cheaper than the camel or mule hires from Fez to Tangier, viz., 3s. to 6s. per cwt.

In such a contingency Fez would lose necessarily the sale of the European or local merchandise which the Taflett people buy with the proceeds of their dates.

Local Manufactures.

The only industries which are followed in Fez, in addition to those of every Moorish city, are slipper-making and haiks of fine qualities for export, and silk fabrics of various sorts—for local use or sale in other Moorish towns—and pottery and tiles of various sorts. These last two trades would probably develop greatly if any means of cheap transit to the coast existed. As it is the transport costs as much as, or more than, the goods themselves.

Agriculture.

There are almost no crops grown for export in the district—wheat, barley, canary seed, and beans are supplied to the city by the neighbouring provinces.

In the immediate neighbourhood olives, grapes, and all sorts of fruits and vegetables are grown. The abundance of water available for irrigation and the variation of climate during the year, the temperature ranging from as low as 30 degrees in the winter to 114 degrees in the summer, enable the plants of almost any climate to be grown at some time of the year.

The past year yielded good average crops all round. Locusts which, in 1891, had done great damage, did not visit this district in any serious numbers in 1892.

Foot-and-mouth disease broke out, and was very prevalent for about six weeks in midsummer, but although no precautions were taken to control the epidemic it gradually disappeared.

Owing to the presence of the Court and army, thus increasing the local population by 20,000 to 30,000 persons here during 1892, the prices of cattle and sheep have been high. Bullocks ranged from 15 dol. to 25 dol. each, and sheep 1½ dol. to 4 dol. each according to quality.

Retrospective.

The year 1892 was, for Fez, the most eventful period since the present Sultan's accession.

In February, a British Postal Agency having bi-weekly courier service to Tangier was opened, thus for the first time placing Fez in direct and regular communication with abroad, and with the Moorish ports.

From May 12 to July 12, Sir Charles Euan Smith's Special Mission was in residence here, and on the 5th July the Vice-Consulate was instituted.

In the end of July, a French firm instituted a bi-weekly Postal Courier Service to Tangier, Elksar, and Laraiche in co-operation with the French Post Office in Tangier. In the beginning of 1893 this service was taken over by the French
(1644)

Government, and at the same time the Moorish Government established a post of their own, taking letters to other Moorish towns, but not for abroad, so that whereas in January, 1892, there was no official mail service, now six couriers per week leave for Tangier alone under the control of the Moorish, British, or French Governments.

The Moorish Post Office uses no adhesive nor date stamps, but an inked seal bearing the name of the Sultan and the current Mohammedan year.

From September 27 till December 12 the French Special Mission, under Count d'Aubigny, visited Fez and succeeded in obtaining several reductions in import duties on French products and other concessions, notably the right to export minerals from the Moorish Government.

Exchange.

The currency here is the Spanish dollar, but a considerable amount of French money finds its way to this district from Algeria and Oujdah. During 1892 the exchange has fluctuated here in the same degree as elsewhere.

The rates have varied from $14\frac{3}{4}$ per cent. to 21 per cent. for French money, and $15\frac{1}{2}$ per cent. to 22 per cent. for English Bills.

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*Issued during the Recess and Presented to both Houses of Parliament
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NETHERLANDS.

THE HAGUE.

Sir H. Rumbold to the Earl of Rosebery.

My Lord,

The Hague, October 3, 1892.

I HAVE the honour to transmit herewith to your Lordship a Report drawn up by Sir G. Bonham on Subjects connected with Agriculture in the Netherlands.

I have, &c.

(Signed) HORACE RUMBOLD.

Report on Agriculture in the Netherlands.

ABSTRACT of Contents.

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The main part of the following report is taken from one issued in the early part of the year by a Commission appointed to inquire into certain questions relating to leases and land tenure in the Netherlands. The difficulties arising between landlords and tenants and those with which the peasant proprietors have to contend had been brought into prominence by the Agricultural Commission appointed in 1886, and were considered to be of sufficient importance to be referred to a special Commission for investigation.

Although, except with regard to some minor details, the Commission are unable to make any special recommendation, the

different customs prevailing and the various grievances disclosed which find their counterpart in all civilised countries may not be considered as without interest, with especial reference to the conclusions arrived at, namely, that few of the projects of reform for increasing the productiveness of the soil or the division of the produce can be expected to be of much practical utility.

In order to illustrate to some extent the condition of the agricultural interest, details are given of the expenditure on two farms situated respectively in Friesland and Utrecht. Although the profits derived from these farms are not given, it would appear that the Dutch farmer, in consequence possibly of the patriarchal system of employing the labour of his family combined with frugal habits, is still able to pay a high rent.

As agriculture is one of the means advocated for providing employment for the surplus population of towns, a short account taken principally from interesting reports by Mr. Willink in 1889, and Mr. Ernest Clarke in 1891, is given of the Dutch Labour Colonies in which the experiment has been fairly tried, with results apparently more satisfactory from a philanthropic point of view than that of remunerative agriculture, and in conclusion some statistics are given, taken from the latest official reports with regard to the acreage under various crops and the numbers of proprietors and tenant farmers with the extent of their holdings.

Four principal
heads of
Commissioners'
Report.

The questions in the solution of which it may be advisable to call in the interposition of the Legislature are discussed in the report of the Commission under the following heads:—

1. Security of tenure.
2. Legislative measures for encouraging land cultivation by proprietors.
3. Land nationalisation.
4. Improvements with regard to leases.

Subdivisions
of Art. 2.

Articles 2 and 4 are again divided and sub-divided as follows:—

A.—Fiscal Measures.

1. Graduated land tax.
2. Lower taxation of proprietors farming their own land.
3. Tax on transfer of property.

B.—Modifications of Private Law.

1. Tenant right.
2. The right of redemption.
3. The right acquired by perpetual leases (*beklemrecht*).
4. Hereditary tenant right.
5. The usufruct of the survivor or husband or wife.

*C.—Increased Facilities for Obtaining Credit.**Improvements with Regard to Leases.*

- A. The system of regulating rent by commissions. Subdivision of
 B. Variable rents (bail mobile). Art. 4.
 C. Guarantees to the tenant against loss and enjoyment of
 improvements.

Security of tenure is described as a condition though not the only one of profitable farming.

With reference to this subject it is pointed out that peasant proprietorship is, of course, the ideal condition for giving such personal interest in the land as should insure the full development of its resources, and next to absolute proprietorship ranks the system of perpetual lease (*beklemrecht*) prevailing in the province of Groningen.

In short, the longer the term and the more secure the tenure the greater is the advantage that may be expected to accrue, both to the land and the cultivation. Though an essential condition of progressive agriculture, security of tenure should not, however, be considered the only one, nor should a recourse to legislation be considered the only effectual means of obtaining it. It should not be forgotten that the agriculturist requires capital for his business, and in an increasing ratio as the system becomes more scientific. The possession of his farm alone will not secure to him the continuous disposal of sufficient capital. Among peasant proprietors as among other classes there must be many variations both in pecuniary resources and in skill, the result being that in unfavourable times many are exceedingly encumbered with debt. There is then no longer any question of farming being carried on on the right principles, and experience shows that small proprietors encumbered with debt are less able to cope with bad times than many tenant farmers. It is an advantage to agriculture that a capitalist should possess land and keep a portion of it in hand. By the purchase of land he is able in times of depression to give agriculture a support which is not sufficiently appreciated. In addition to capital, however, skill is also needed, and if it be true that in a developed system of agriculture skill is to be found to a greater extent among small proprietors than amongst tenant farmers, it is equally true that in many parts of the country the contrary is the case and tenants have always the additional advantage of the support, initiative and enlightenment of the landlord.

There are besides frequent instances in which the system of tenancy cannot be dispensed with. In the case, for example, of parents who invest in landed property for their sons when under age and wish to let until they attain their majority; of a guardian who is obliged to let a farm belonging to his wards; of a landlord who is not in a position to cultivate the land himself.

The conclusion at which the Commission arrives is that, however great may be the advantage of land cultivation by pro-

Long leases
advocated.

Advantages of
capitalists
holding land.

Cases in which
leases are
indispensable.

Conclusion.

prietors, the system of letting land on lease has also its advantages, especially in a country where the circumstances vary as much as they do in different districts, as has been shown to be the case from the enquiries in the Netherlands. They are nevertheless of opinion that the existence of a prosperous class of peasant proprietors must be considered to be of great importance in agriculture. They are also convinced that in more than one province an abnormal development of the system of letting farms on lease may be observed, which is liable to lead to very unsatisfactory results and actually impedes agricultural progress.

Art. 2. Legislative proposals for encouraging the cultivation of land by proprietors.

Graduated land tax not recommended, as a limitation of large properties is not considered advisable.

A. 1. In the second division of the subject the first fiscal measure discussed is a graduated land tax, being one to which attention has been more specially drawn in the north of Holland for affording support to peasant proprietors. The measure does not meet with the approval of the Commission.

Graduated land taxation, they say, must counteract the formation of large properties, but it does not, or at all events only to a very limited extent, conduce to the tenant class becoming peasant proprietors.

The effect of the limitation of the great landed properties must also be a diminution of the land available to be let on lease, a result which at all events in many districts would not be considered a change for the better. Large landed proprietors are not as a rule the worst landlords, they are generally speaking willing to meet the views of their tenants who usually remain on their farms for some time. An unfavourable influence is exercised by another class of landlords who, being themselves unacquainted with agriculture, buy and farm out land simply as a speculation. Among such proprietors there are many whose properties are not large and who require a certain portion of the produce for their own use, they would not be affected by a graduated land tax which, on the other hand, would threaten the existence of the great proprietors who cultivate their own land. Yet it is from the influence of the latter that the greatest advance in agriculture is to be expected, as has been shown by experience in other countries as well as in the Netherlands. It is they and not the owners of small holdings who possess the skill and capital necessary for making experiments, or for the introduction of machinery and improvements. The small farmers follow when the risk is decreased. A graduated land tax by itself would not be a real means of attaining the desired end but would be liable to entail serious economic results.

Benefits conferred by large landed proprietors.

Measure for favouring proprietors farming their own land.

A. 2. The lower taxation of proprietors is another fiscal measure to which attention has been directed. It consists in the differential taxation of proprietors who farm their own land and of those who let their farms on lease. Although the measures would undoubtedly be more efficacious than the graduated land tax the Commission decides not to support it. Differential taxation has the disadvantage that it must be universal in its

working, whereas it can only in exceptional cases be considered beneficial. It would be unadvisable that the Treasury should by a universal rule place impediments in the way of leases, and frauds might easily be resorted to for the evasion of the rule, as for instance by a landlord representing his tenants to be bailiffs. Not considered advisable.

A. 3. With regard to dues payable on transfer of property the Commission are of opinion that from a pecuniary point of view the system of land cultivation by proprietors would be best promoted by the abolition or considerable reduction of transfer dues. It is held that by their abolition the distribution of farming land, in so far as this is developed in accordance with natural demands, would not be affected, and an impediment to the cultivation of the land by the proprietor would be removed. Land owners who let their farms would also be benefited, though in a less degree, as transfers are more frequent amongst the class of proprietors who farm themselves. The benefits of cheap methods of conveying land conducive to cultivation of land by proprietors.

A further advantage of the abolition of these dues would be, that a proprietor on the transfer of a property would reap the entire benefit of the improvements he has made, whereas at present he forfeits a large portion of his profits to the Treasury.

The reduction of costs and formalities in regard to mortgages would also be favourable to the small farmer rendering it easier for him to become a proprietor.

B. 1. With regard to this section the Commission remark that security of possession for the occupier can be more directly promoted by a modification of private right than by any fiscal measures. Modification of private right.

The most radical measures, such as the expropriation of the landlord and the recognition of the cultivator as the actual proprietor, are dismissed as unworthy of discussion.

Another project, however, which may be considered scarcely less subversive, finds able advocates. It consists in the abolition of the customary form of agreement at present used, and the substitution for it of an essential tenant-right, holding good for an indefinite, or, at all events, for a very long period. The Commission discountenance this reform, as inflicting too heavy a blow on the rights of property. Though the security of the occupier would, no doubt, be increased, they foresee many practical difficulties, such as how to prevent the mortgaging of lands held under this kind of tenure, how to provide against insufficient capital of the tenants, and what means there would be in unfavourable times to assist a class of impoverished farmers, who, under the present system, rely upon the support and enlightenment of the landlord. How would capital be induced to assist agriculture in a time of depression, as is now the case, by means of leases for a term of years; and how, finally, should the numerous cases be provided for in which inaptitude on the part of the cultivator renders a transfer of the property to another necessary. Tenant right. Proposed substitute for leases. Discouraged by the Commission. Various objections considered.

Another serious difficulty would be in fixing the rental. If this were made to depend on the yield of the harvest, that yield

depends in no slight degree on the farmer himself, or, if a fixed sum be agreed on, the productiveness of the soil may so decrease that the rent would become a heavy burden and a serious hindrance to improvement, or it may increase to such an extent that, as is at present the case in Groningen, where under the working of the law of perpetual lease ("beklemrecht") the tenant himself becomes a letter of farms, or, in cases where this is forbidden by law, he sells his right and withdraws his capital from agriculture.

Furthermore, it would be impossible to decide the amount of incompetence on the part of a tenant which would so endanger the interest of the landlord as to justify him in terminating the lease.

Right of
redemption.

B. 2. The right of redemption, which appears to be a power vested in the tenant, enabling him to buy out the landlord at a fixed rate, is another reform proposed. This, the Commission maintain, would be equivalent to a curtailment of the rights of landowners, and resolves itself into a partial expropriation.

An
infringement
of the rights
of property.

It would not, of course, be without compensation, for the sum to which the landlord is entitled would be fixed by law, whether as a single payment or a series of annual payments, guaranteed by the produce of the land. This compensation can, however, but seldom be an equivalent for the loss to be suffered by the proprietor. The tenant has always the option of exercising his right at his own time, and would probably take no action while circumstances are favourable to the proprietor, but put his right of redemption into force only when he sees his opportunity of becoming a proprietor at a comparatively small outlay.

Difficulties of
fixing
compensation
to landlord.

Apart from this infringement of the rights of property, the introduction of the right of redemption would prove impracticable for other reasons. For instance, with regard to fixing the compensation to the landlord. If the sum is calculated on the average of net receipts in money for a term of years, then proprietors would gradually raise their rents, much to the disadvantage of a number of tenants who occupy their holdings at comparatively low rents.

If, on the other hand, a sufficiently long term were not allowed after passing the law for compensation on this basis, there would be every possibility of the kind, considerate landlord being dispossessed, while the land speculators might be left in undisturbed possession.

Should the value of the produce form a basis for the sum to be paid them, the right of redemption would be enforced to the disadvantage of the proprietors only when for some years the harvest has failed, or very low prices have been obtained. It would, therefore, be in the interest of the farmers to neglect the cultivation of the land, as the motive in their system of farming would not be to increase its fertility, but to prepare for its eventual redemption. The right should only be granted to those farmers who have held their farms for a certain number of years, but in that case the proprietor, by a timely revocation of his lease,

could make the right illusory, and just that increase of short leases and uncertainty would arise which is, of all things, to be most avoided. Speaking generally, the granting of this right would give rise to a state of opposing interests, leading to ill feeling and friction, which hitherto has been quite exceptional in the relations between landlord and tenant, and which would re-act in a disastrous manner on the whole system of agriculture.

B. 3. Before entering upon the proposals of modifications in the form of tenure known as "beklemrecht," it may be found useful to give a few details as to its nature. Beklemrecht described.

"Beklemrecht" may be described as a simple form of lease for a fixed term of years, with the power of indefinite renewal at a fixed yearly rent. It is at present almost exclusively confined to the province of Groningen, although occasionally met with in the provinces of Friesland and Drenthe. It is stated to have originated in the last years of the sixteenth century, when the lands belonging to religious houses in Groningen were first let on lease, the recognised term being six years, which was afterwards expressly or tacitly renewed for mutual convenience, and in consequence of the erection of more substantial buildings by the tenant, on payment of a so-called "beklempennig," which appears to be a sum down, varying in amount according to mutual agreement. Its origin.

From this custom have originated the fixed continuous leases, which do not lapse at the tenant's death, and descend in certain fixed lines and degrees. The more recent contracts are all made in this sense. The farmer, his heirs and representatives, have an indefeasible right to the land of the proprietor, which is exceedingly seldom abrogated by agreement or by any of the circumstances provided against in the form of lease. The tenant's right consists in the use of the land, a right which, though not amounting to the actual ownership, nor equalling that of the hereditary tenant, is still very extensive, including the right to utilise the land himself or to delegate it to others, as long as it is not injured. For this he pays a sum down (the "beklempennig"), the year's rent, and the fees ("geschenken"), and becomes liable for all possible burdens imposed on the land, existing or future. The proprietor receives the "beklempennig," the rent and the fees, and has the right of supervision to the extent of taking care that his land is not allowed to deteriorate, and, in certain contingencies, the chance of receiving back his land as freehold. Subsequent development.

The "beklemrecht" is acquired by purchase, by free gift, or by testamentary deposition; the right can be mortgaged or otherwise burdened, and execution can be levied on it. The right is hereditary in certain direct or collateral lines, and any attempt to extend the succession by marriage contract or by will is not binding on the landlord. Lands cannot on any account be partitioned, and every change of ownership has to be entered in a register when a fresh agreement is made with regard to fees ("geschenken"). Fees are also payable on marriages. The

usual way in which a tenancy is forfeited is non-payment of rent for five years, and failure to do so when called upon, or failure to pay the stipulated fees in case of transfer, marriage, &c., failure of heirs in the required line, or neglect on the part of the farmer, in case of transfer, to inscribe the transaction in a book as required.

Extension of
beklemrecht
recommended.

It is the legal recognition of this custom, and its extension beyond the province of Groningen, which the committee recommend in preference to any more revolutionary measures.

A legal regulation of the right of perpetual lease is stated to be a special necessity, because little by little the circumstances have changed, and on many important points legal uncertainty prevails.

The points to which attention should be more especially directed are the following :—

Special points
to which
attention is
directed.
Unrestricted
right of
succession.

(1) It is desirable that the tenant holding under this form of lease should have the privilege of claiming that leases which in some cases descend only in one line should be changed into perpetual leases acknowledging the right of inheritance in all lines. It is these limited rights which create so many difficulties. By law the tenant is deprived of the right of devising land, so that when he has no descendants in the required line he remains with no alternative but to sell the property in good time, and his security is thus considerably restricted.

Although the acknowledgment of a power on the part of a tenant to change the right acquired by lease would be an infringement on the rights of the landlord, the maintenance of the old conditions of lease being, it is stated, adverse to the public interest, the proprietor's right must be sacrificed, and the only question which has to be considered is the best means of securing him just compensation.

Appointment
of rent
according to
value of
various
portions of
the holding.

(2) The recognition of the right of the tenant under this form of lease to demand a partition of rent for the several portions of land comprised in his holding with reference to their relative value would also be to the general advantage. Thus, for instance, the sale of land for building purposes, or for establishing a manufactory. The improvement of land by levelling the ground and selling the earth, which is at present impossible without the consent of the landlord, would be facilitated. This consent is frequently not obtainable, especially if the proprietors are townsfolk who allow themselves to be but little affected by the interests of people living in the country. Unrestricted partition of rent, however, would be of doubtful benefit, and it would appear desirable that cases in which it is advisable should be regulated in detail by law.

Composition
for fees not
advocated.

(3) It has been suggested that the farmer under the perpetual lease should be able to compound for payment of his fees or presents. These vary to an extraordinary degree, and the obligation is in many cases uncertain. For this very reason, however, it would be impossible to lay down a general rule for an equitable arrangement. The only satisfactory measure would be that the sum to be paid should be fixed by an arbitrator in each individual

case after consultation with experts. Another reason against the recognition of the tenant's right to compound is that the fees have for a long time formed an integral part of the lease. They were a recognition of the owner's right. To give the tenant the right to compound would be tantamount to an expropriation of the proprietors.

(4) In making new perpetual leases, however, with the object of insuring the use of the land to the cultivator at low rents it would be very desirable that there should be no mention of fees in the contract. There is at the present time no longer any reason for their existence. Their influence is demoralising, for they are for the most part only a speculation on death and give rise to disputes. Proprietors sometimes claim copies of the registration of a lease on account of the fees thereby entailed. The necessity for this is at least doubtful, but the demand is generally granted to avoid expensive and unpleasant litigation.

In new leases all mention of fees should be omitted.

(5) The lowering or remission of rents does not often occur in perpetual leases, the nature of the right being that all risk is borne by the former, who also enjoys all the advantages of the ordinary proprietor, while on the other hand it is a matter of importance that the rent should be absolutely secured to the proprietor. Possibly, however, an exception should be made in the case of unusual disasters and the total destruction of the land held under lease.

Remissions of rent.

(6) A prohibition to the tenant to let more than a certain part of his holding is considered by some people in Groningen to be desirable, because in recent times pieces of land subject to this form of tenure have been bought by inhabitants of towns with the object of letting them on lease, by which means all the advantages resulting from this form of tenure is lost.

Advantages and disadvantages of tenant letting more than a certain part of his holding.

Nevertheless, such a prohibition might act as too great a hindrance to the cultivation of land, especially when it is necessarily let, as in the case of widows or for minors.

(7) The proprietors should have the right to terminate the lease of land held under the form of tenure in cases of neglect or diminution of value caused by removal of turf, &c., to such an extent that the actual value of the lease becomes depreciated.

Finally it is considered necessary that the right of the tenant should be better insured by official registration. At present it depends on an entry in a book by the loss or destruction of which the descendant of the tenant loses his right to a perpetual lease.

Official registration.

B. 4. Hereditary tenant right ("erfpachts recht") consists of a continuous lease recognised by law. It is a form of tenure which is co-existent with, and not a substitute for, an ordinary lease for a term of years.

Hereditary tenant right.

It is more especially useful in cases where waste lands have to be reclaimed, and it is important that the farmer should be assured by a very long lease guaranteeing his right against third persons in such a way that he can burden his property and, if necessary, sell his right. Hereditary tenant right thus becomes a means of

Useful for reclamation of waste lands.

Modifications
suggested by
the
Commission.

acquiring capital to the small farmer. The Commission desire that these leases should be made binding on the proprietor even in temporary default of rent, *i.e.*, the proprietor should only have power after due warning to terminate a lease when the sum in arrear exceeds the value of the tenant right, otherwise the fruits of his industry and capital would not be sufficiently assured to the tenant, and it would be impossible for him to raise money on mortgages. The Commission also suggest two further modifications of the Civil Code: (1) that the tenant should have the right to dig chalk and other specified substances on giving compensation to the landlord; (2) that a tenant is only entitled to compensation on being deprived of the enjoyment of his property for five years from no fault or carelessness of his own. These regulations it is considered should be final.

Various
modifications
in law of
succession
which are not
commended
by the
Commission.

B. 5. Various proposed modifications in the existing law of succession are discussed in this section, but it will be seen that the Commission are unable to recommend any of them.

They are based upon the indisputable fact that many properties are entirely cut up by the succession duties and inventory making. In many cases peasant properties have to be sold at death in order to make the partition between several heirs possible. These forced sales contributing to bring the land more into the hands of speculators. Even when the property is adjudged to a single heir the charges on it are so heavy that his being able to keep it becomes a matter of uncertainty. The proposed remedy is a modified form of entail such as at present exists in some parts of Germany under the name of "Anerbenrecht" or "Höferecht." The Commission recognises that it has some advantages over the system at present in force (of equal division of the property amongst the children) but declines to recommend it on the ground that it is at variance with the ideas and character of the Dutch people.

The reasons are very similar to those which are usually adduced by land reformers who are opposed to the law of entail, and need not be given at length. They resolve themselves into the injustice of favouring one of the children at the expense of the others, the danger of a property becoming unduly burdened, and the deterioration which it effects on the character of the heir by rendering it unnecessary for him to exert himself in the same way as his brothers and sisters.

Usufruct of
the survivor of
husband or
wife.

B. 6. The Commission does not approve of the intervention of the Legislature with regard to the life interest of the survivors of husband or wife. The present custom, more especially in the southern provinces, allows this right on the part of the survivor of either husband or wife, and any attempt to evade this custom by a division of the property before death is considered an injustice. Should the legitimate heirs refuse to acknowledge the right, the law can intervene to enforce the surrender of the legal portion, and any further legislation appears, therefore, to be unnecessary.

No further
legislation
required.

C. *Increased Facilities for obtaining Credit.*

The measure recommended by the Commission for the improvement of the credit system, and which they much desire to see carried out is the establishment of a State mortgage bank by means of which the agriculturist may obtain loans at low interest.

They consider the rate of interest at present required by banks and private individuals to be entirely out of proportion to the security which the land offers. By the establishment of such a bank the State would contemplate no pursuit of gain, but at the same time it would run no risk of loss, as the Government can always obtain money on better terms than any private individual and could therefore afford to lend on better terms. Even supposing some sacrifice were entailed it would only be an equivalent to a support afforded to agriculture, such as other business undertakings have long indirectly enjoyed through the medium of the taxpayer. The object of a State bank should be to afford cheap but not easy credit, and in times of transient prosperity and high prices it should exercise a restraining influence and avoid the abuse of credit which has often proved so disastrous. Moreover, its benefits could be extended to a class of persons whose capital is too small, and who live in districts too remote to be within the sphere of ordinary business operations with private banks. For all these reasons the Commission consider that a State Mortgage Bank would meet a real need, becoming a support to small proprietors and a powerful means of counteracting the sense of insecurity of possession which is the inevitable result of injudicious credit.

Increased facilities for obtaining credit. State Mortgage Bank advocated.

Art. 3. This question, according to which private property in land would be transferred from the possession of private owners to that of the State, is considered by the Commissioners hardly worthy of discussion, on the ground that theories which involve a total revolution of the conditions on which society is based, and a project which finds so little support, are beyond the scope of their labours. They, however, expressed the opinion that agriculture would not be benefited by the suppression of private ownership and the administration of the land by State officials.

Art. 3. Land nationalisation.

Improved Systems with Regard to Letting Land.

A. The system of rent commissions at present prevailing in Friesland was introduced, with the object of improving the relations between landlord and tenant. In this district short leases prevail, and the relations between landlord and tenant are described as being eminently unsatisfactory and wanting in mutual consideration. Improvements are neglected because the farmer has no security that at the expiration of his tenancy he will be allowed to renew his lease, or because he fears that improvements would only result in the raising of rent by the landlord.

Leases are generally made through the instrumentality of agents, who fix the rent in accordance with the valuation made

Art. 4. Rent commissions adopted in order to meet the unsatisfactory state of affairs in Friesland.

by a professional valuer, and so great is the competition that tenants are generally to be found even at excessive rents. The landlord, whose principal object is to obtain a high rate of interest, is satisfied, not perceiving that it will be paid out of capital, while the soil is allowed to deteriorate. The land agent who can obtain the highest rent meanwhile being most generally in request amongst the landlords.

These circumstances tend to the ruin of good farmers, many of whom descend to the labouring class, with the result of a general increase of poverty and discontent.

In the case of small properties there is a custom of letting land, which has been already exhausted by public auction for five years, and as the auctioneers obtain certain percentages they are not always sufficiently particular as to the class of tenant they accept.

System
described.

In order to improve this state of affairs the Frisian Agricultural Society has called into existence so-called letting or rent commissions, composed half of proprietors and half of farmers. The object of the commission is to promote the interests of farmers equally with those of proprietors, to cause exact and detailed registration of the lands, to fix a fair rent, and on the expiration of the lease to draw up a schedule of improvements effected, and to assist the energy and ability of the farmer. These rent commissions at first met with but little support, but it is thought that they will gradually win the confidence of landowners and tenants, and thus by slow degrees accomplish their object.

Extension of
system to
other parts
of the
Netherlands is
not considered
advisable.

The Commission, however, are of opinion that the example of Friesland is not such as to lead them to recommend an extension of the system. In the first place it is thought that if their intervention were generally accepted they would be overwhelmed with work, and it would be difficult to find persons capable of and willing to take upon themselves this extensive and thankless task. Furthermore, Friesland appears to be the only province in which agricultural matters are in such an unsatisfactory state as to require the intervention of such an agency. When, as in the case of Friesland, circumstances have called them into existence, and they evidently satisfy an undoubted want, the Government can afford them assistance in various ways, such, for instance, as allowing them free use of the Government survey.

Changeable
rents "bail
mobile."

Advantages of
system.

B. In recent times mention has frequently been made in agricultural congresses and in scientific writings of the idea of substituting for fixed rents a sum to be determined in accordance with the market values of produce. In some reports this modification of the usual agreement for rent has even been recommended. The result of a variable rent would be that the risk would be more divided, that the tenant would be spared great fluctuations in his income, and it is maintained farming could be carried on in a more regular and orderly manner. The system would be favourable to long leases, and its advocates maintain that the State might give a powerful support to the movement by requiring corporations and public institutions to stipulate for a variable rent.

The Commission regret that they cannot support this view. They have unwillingly come to this conclusion, for if the idea were practicable of creating an absolutely just division of profits the ideal requirements of fairness and stability would be to a great extent reconciled. It has hitherto been found impossible to frame a measure for determining the share of profits rightly belonging to landlord and tenant, and the Commission do not profess to do so. Where the cultivation is very simple a basis for forming a calculation of their respective shares can perhaps be found, but in a more developed state of agriculture it would be impossible. The value of the harvest does not depend alone on the price of produce but on the quantity, nor can the fertility of the soil be determined by one or two products but by the general result produced by factors which may vary in their operation not only in different districts but in different farms of the same district. Though, however, they regard the difficulties as insuperable from a general point of view, the Commission admit that such forms of lease might be possible in individual cases, and should they be attempted would recommend the passing of a measure enabling the judge of the district, at the instance of one of the parties, and after consultation with experts, to fix an average value of produce.

Commission
pronounce it
to be
impracticable.

C. The case of the harvest being spoiled by unavoidable circumstances is provided against in the Statute Book. The cases in which the tenant obtains entire or partial remission of rent are intrinsically just. The question remains whether the principles of the law are carried out. The inquiry into the matter shows that it is generally made a condition of the lease that the tenant renounces his right to remission.

Guarantees to
the tenant
against loss.

If these conditions are abolished the right of the tenant would be better secured; nevertheless, it cannot be denied that the door would be opened to endless intrigues and unreasonable demands on his part. Partial failure of the harvest can generally be ascribed to unforeseen circumstances, but what agriculturist has not some such circumstances to lament which cause him to lose a portion of his gains. Drought, rain, frost, hail, lightning, sickness, and death amongst cattle all affect him, and the possibility of such misfortunes has always to be reckoned with.

Remission of rent is often granted by the landlord even when in his lease, to avoid unreasonable demands, he has required the renunciation of the right on the part of the tenant. That this practice should continue is much to be desired with a view to good and friendly relations between landlord and tenant.

Still less reason is there for a proposed alteration in the Civil Code enabling the tenant, even when there is no special misfortune to take into account, to claim exemption from rent should he be able to prove that he farms without profit.

In the first place the business of farming extends over many years, and it would be manifestly unfair that the tenant should reap the advantage of good years and withdraw from his obligations in bad ones.

Besides it can seldom be accurately determined how far loss on a farm is due to general causes or to the incompetence of the farmer who may choose his crops without reference to the soil or in other ways mismanage his business, in which case the landlord would be defrauded of his just rights. A so-called "*beneficium competentiæ*" would generally be a premium on incapacity, want of forethought, and energy.

There can be no doubt that justice demands that the farmer should have the enjoyment of the improvements resulting from his own labour and his own capital. He should not be arbitrarily deprived of the fruits of his energy. From an economic point of view it is also desirable that he should be afforded a sufficient guarantee in this respect, for no improvements would take place, and the productiveness of the soil would consequently not increase unless the farmer himself has an interest in the matter.

These considerations have in England led to repeated experiments with the object of legally securing the farmer. The Commission, however, doubt whether limitations in the spirit of those undertaken by the English Legislature would be practicable in this country. Facilities for making improvements and for granting compensation to the tenant may, they consider, more easily be afforded by mutual agreement between tenant and landlord.

No improvements should ever be undertaken against the wish or without the knowledge of the proprietor. He must eventually judge of the desirability of improvements and of their opportuneness. He must not be burdened against his will with expenditure on works which may, perhaps, be generally useful, the cost of which either at the moment or possibly at any time he is not prepared to meet, otherwise the tenant would have too great a hold on the landlord's purse. Furthermore, a valuation of the improvements at the expiration of a lease would be extremely difficult, and in many cases impossible. It is even doubtful whether the tenant would actually be benefited by further legislation beyond the enforcing of a stipulation that the tenant whose contract with his landlord permits him to make improvements should invariably receive compensation to the amount agreed upon.

The Commission have, therefore, on the whole, come to the conclusion that except with regard to certain fiscal regulations, here and there a question of private right and the establishment of State banks willing and able to assist the agriculturist on moderate terms, the law can do nothing for the improvement of existing agricultural relations. Improvement in agrarian matters must be allowed to develop gradually under the influence of increased enlightenment and experience on the part both of landlord and tenant. This alone will cause a disappearance of abuses, and the abandonment of unwise practices, such as some of those pointed out in this report.

I am indebted to H.M. Consul at Amsterdam for the following statement of expenditure on two farms situated respectively in

Friesland and Utrecht. The Friesland farm consists of 74 hectares (185 acres), of which 59 hectares (146 acres) are arable and 15 hectares (39 acres) pasture—

	Currency.	Sterling.	
	Per Hectare.	Per Hectare.	Per Acre.
	Fl. c.	£ s. d.	£ s. d.
5 per cent. on outlay, say 280 fl. (28½ 6s.)	14 00	1 3 4	0 9 5
Taxes	18 90	1 11 6	0 12 8
Manure	55 00	4 12 8	1 17 0
Labour	90 00	7 10 0	3 0 8
Depreciation	30 00	2 10 0	1 0 2
Insurance	2 00	0 3 4	0 1 4
Total	209 90	17 10 10	7 1 3
Extraordinary expenditure— Ditching and fencing	6 10	0 10 2	0 4 4
Total	216 00	18 0 0	..
Rent per annum	66 00	5 10 0	2 4 6
Grand total	282 00	23 10 0	9 10 1

The value of arable land in the district in which this farm is situated is given as 1,450 fl. (120½ 16s. 8d.) per hectare, or about 48½ per acre.

The charges on pasture lands being more moderate are given as follows:—

	Currency.	Sterling.	
	Per Hectare.	Per Hectare.	Per Acre.
	Fl. c.	£ s. d.	£ s. d.
5 per cent. on outlay, say 175 fl. per hectare	8 75	0 14 7	0 5 10
Taxes	19 90	1 11 6	0 12 9
Manure	15 00	1 5 0	0 10 1½
Labour	25 00	2 1 8	0 16 9
Depreciation	10 00	0 16 8	0 6 9
Insurance—buildings (say)	2 00	0 3 4	0 1 4
„ live stock	5 35	0 8 11	0 3 7
Rent	66 00	5 10 0	2 4 6
Total	161 00	12 11 8	5 1 7

The following particulars relate to a farm in the neighbourhood of Utrecht. It consists of 54 hectares, or about 135 acres, of which 32 hectares are pasture land and 22 hectares are arable (considered a large farm in this neighbourhood). The rent is (1414)

3,375 fl. (281*l.*), being at the rate of 62 fl. 50 c. per hectare, or about 2*l.* 0*s.* 10*d.* per English acre.

The expenditure is as follows:—

Taxes.	Currency.		Sterling.		
	Fl.	c.	£	s.	d.
Land tax.	280	78	19	4	9
Drainage tax on part of property	208	27	17	7	2
" " other part . .	49	27	4	2	2
Maintenance of dykes	69	07	5	15	1
Total	557	39	46	9	2

Or about 4 fl. (6*s.* 8*d.*) per acre.

The net rent there is about 21 fl. (18*s.* 4*d.*) per acre. There is no outlay on manure, which is only that produced in the stables mixed with dredgings from the ditches.

The stock on the farm consists of 40 head of cattle, including milk cows, and seven horses. The expenditure on labour is eight men at 7 fl., or about 12*s.* a week each, but the farmer, as is generally the case, has a number of grown up children who work on the farm.

Labour colonies.

In connection with Dutch agriculture some mention of the "labour colonies" may be of general interest, though they must be regarded rather as a philanthropic agency than as contributing in any marked degree to the agricultural development of the country.

Origin of.

They are the subject of interesting reports by Mr. Willink and Mr. Clarke, Secretary of the Royal Agricultural Society, who visited them only last year, and to whom I am principally indebted for the following information: The estates or colonies administered by the "Maatschappij van Weldadigheid" (benevolent society), are situated in the north-east of Holland, on the borders of Drenthe, Friesland, and Overijssel. They were founded between 1818 and 1821 to meet the distress prevailing after the Napoleonic wars, and to ameliorate the condition of the working classes by procuring them permanent work. Agriculture applied to the cultivation of waste lands was to be the means of improving the condition of the people and at the same time of conferring a benefit on the State. In 1859 it became necessary to re-organise the society, which had fallen hopelessly into debt, and the Government took over the colonies founded for vagrants, which now appear to resemble workhouses in principle with the ignominious and uncomfortable element eliminated. The society, therefore, only remains responsible for deserving destitute persons. It numbers at present 4,000 members, who subscribe 4*s.* 4*d.* per annum. A family must be recommended by a district committee which, in order to qualify for making a recommendation, must show that its installation fund, derived from legacies, subscriptions, &c., is at least 1,700 fl. (142*l.*), preference being given to the district with the largest balance.

Society described.

The colonist always commences as a labourer at wages

amounting to 1s. 2d. per day in summer and 10d. in winter. More money is sometimes earned by piece-work, and as labourers have to be kept employed all the year round, several basket making, weaving, and other establishments have been erected.

Single persons are not ineligible for admission, but families are preferred, and if a family consists of fewer than a man and wife and four children the vacancies may be filled up by boarders; a family of six would earn on an average 9s. per week, counting 6s. as the man's earnings and 3s. as what the wife and children might earn by basket-making. Their expenses would be—

	s.	d.
Rent of cottage	0	7
Medical attendance, six persons at 3 c. per head ..	0	3½
Clothing fund	1	0
Reserve, 10 per cent. on wages earned—say 9s. ..	0	11
Total.. .. .	2	9½

He thus has in hand 6s. 2½d. per week for food and other requirements. The children are required to attend school, and if the father cannot earn enough for the wants of his family he receives for some years a weekly supply of food, clothes, or money.

After from two years' to five years' work the labourer may be promoted to be a free farmer, *i.e.*, to become a tenant of one of the society's free farms without any obligation to work for the society itself. There are 225 of the small farms, each consisting of about 6½ acres and a cottage. The rent varies from about 3l. to 6l. a year, according to the quality of the soil, and although he can never acquire the freehold, the free farmer becomes a life tenant. Upon becoming a free farmer the labourer receives from the society a cow, manure worth about 7l., 4 bushels of seed potatoes, a ton of hay, and a ton of straw. The cow has to be insured by the tenant, and the cost is repaid by small yearly payments, besides which he has to pay 10s. 10d. for medical attendance.

Each labourer's cottage has a small garden attached, and a sheep is kept for its milk.

The population of the colonies in December, 1891, amounted to about 1,863 persons, consisting of 91 families of labourers, 214 free farmers, and 198 orphans and children boarding with the different families. Sixty-five labourers left the colonies and found employment in domestic service and other occupations.

The estates comprise about 5,000 acres of sandy and gravelly soil, of which 1,250 acres are taken up by the six large farms managed by the society itself, with the work of labourers; 1,500 acres consist of wood, and 1,500 acres are cultivated by the free farmers and the labourers.

Annexed to this report will be found a table giving details of the crops sown and the yield per hectare in 1891.

The average yield of milk from the 132 cows on the estates (1414)

was 575 gallons per cow, though several gave over 1,000 gallons. The whole is made into butter and cheese, the amount of milk used being 73,174 gallons; the average price of butter in 1891 was 1 fl. 20 c. per kilo., or 1s. per 1 lb. The amount realised by the sale of butter and cheese was 986%. The colonies are described as being thoroughly prosperous, with a contented population, reflecting great credit on the management, but not being self-supporting they can only—except as regards the benefit to the country of bringing under cultivation land which was a desert when the society began its labours—be considered as a highly creditable benevolent institution requiring the support of charitable contributions. The chief criticism advanced against the benevolent side of the institution, by persons like Mr. Clarke who have gone thoroughly into the subject, is that owing to colonists being allowed to retain their farms for life the benefits of the society are restricted to so few persons, the number of new families admitted in the course of a year averaging only from 6 to 10. The director, however, urges that this defect is more than compensated for by the hold which the present system enables the society to keep over the children, who have the advantage of a most careful training in their schools and workshops until they are started in life. The financial position of the society is summed up as follows in its own report for 1891. The year 1891 closed with a deficit of 1,483% on the industrial and farming account (leaving charitable collections and donations out of the question). At the end of the previous year the deficit was only 600%. This result is attributed to the unfavourable season, especially to the failure of the potato crop. There was also a loss by fire and on cattle.

The large expenditure, amounting to 1,833%, on the maintenance of labourers' families, is a heavy drain on the resources of the society, especially as this year some of the communes were behindhand with their contributions. The increasing indebtedness of the free labourers also causes some anxiety to the committee.

RESULTS of Agriculture in Dutch Labour Colonies.

EXTENT OF LAND UNDER CROPS IN 1891.

Articles.	Hectares.	Acres.
	Number.	Number.
Rye	61	150
Oats	26	64
Buckwheat	22	54
Potatoes	39	96
Grass and clover	12	29
Cabbage and mangold	8	19
Beans	5	12
Carrots	6	14
Pasture	98	243
Forage crops	7	17
Peas	9	22
Garden produce	5	12
Miscellaneous	5	12
Total	303	744

PRODUCE OF CROPS ON SIX FARMS.

Articles.	Hectolitres.	Bushels.
	Number.	Number.
Rye	26	71
Oats	46	126
Buckwheat	14	38
Potatoes	264	726
Cabbage	593	1,631
Beans	23	63
Carrots	594	1,634
Peas	19	52

NOTE.—1 hectolitre = 2·751 bushels; 1 hectare = 2·471 acres.

The latest territorial statistics published with regard to the Netherlands give the total extent as 3,298,905 hectares (8,151,594 acres), divided as follows :—

Description.	Hectares.	Acres.
	Number.	Number.
Waste land	712,523	1,760,644
Water	128,868	318,490
Dykes and roads	44,309	109,487
Untaxed land	92,853	228,204
Land built on	32,694	80,726
Pleasure grounds	5,156	12,746
Arable land	859,844	2,124,674
Pasture	1,144,066	2,826,987
Gardens	29,481	72,847
Orchards	24,643	60,892
Forest	226,968	560,837
Total	3,298,905	8,151,594

The two provinces in which the extent of arable land exceeds that of pasture land are Groningen, Zeeland, North Brabant, and Limburg, and tables are given which show that there is a tendency to increase the pasture lands in all the provinces except Groningen, Overijssel, and North Holland.

The large predominance of small holdings is shown in a table, according to which, in 1889, the number of proprietors and tenants with from 1 hectare to 5 hectares was respectively 44,324 and 30,476, those holding from 5 hectares to 10 hectares (12 acres to 24 acres) was 21,321 proprietors and 13,010 tenants, and of occupiers of from 10 hectares to 15 hectares (24½ acres to 37 acres) there were 10,931 proprietors and 6,873 tenants, while of occupiers of from 100 hectares to 150 hectares (247 acres to 370 acres) there were 83 proprietors and 51 tenants, and of those holding over 150 hectares (370 acres) there were only 52 proprietors and 20 tenants.

The total number of proprietors cultivating their own property in 1889 was 96,842, or 587 per 1,000; the number of tenant farmers was 68,019, or 413 per 1,000.

The same predominance of small proprietors over large ones is shown by statistics giving the number of proprietors and tenants possessing four or more horses for agricultural purposes, and those possessing a smaller number, those possessing over the larger number having been, in 1889, respectively 6,145 and 5,099; those possessing two horses were 12,824 and 7,987, while the possessors of one horse numbered 33,678 proprietors and 16,458 tenants; the number of owners possessing six or more cows in 1889 was 15,680, while the number of tenants was 14,233.

It must, however, be borne in mind that these statistics relate entirely to agricultural land, and that no account is taken of moorland and waste-land, of which in some provinces, such as Gelderland, Drenthe, and Overijssel, there is a very large proportion, so that properties which, when judged by the area under cultivation, appear to be small, are sometimes of very considerable extent when the amount of uncultivated moor-land is taken into account.

The system of allotments in the neighbourhood of towns appears to answer well, and is extensively employed in some districts, the extent of each allotment being about one-third of a hectare, or rather less than an acre, the crops consisting principally of rye, potatoes, and turnips. Rent is fixed by mutual agreement, except when the land is owned by the neighbouring town, when it is sometimes fixed by auction.

The highest rents are paid for the water meadows bordering on rivers which are liable to annual inundations, and which do not require to be manured. These lands are used for pasture and for hay on alternate years.

The Netherlands being to a great extent a grazing country, the statistics relating to the various descriptions of cattle in the country in 1889 may be of interest. The number of bulls was 17,790; of cows, 891,631; of calves and young bullocks, 500,610; of fattening cattle the number was 72,906; draught oxen, 7,211;

the total number of cattle amounted to 1,490,148. As the Government levy a percentage on all animals sold for slaughter, the excise officer is called in whenever a transaction of the sort takes place. This official has the right of pre-emption, which is occasionally enforced, that is, if the price asked for the animal is considered to be below its real value, he has the right of buying it at the price named, on paying an extra percentage to the Government, and of slaughtering it and selling it on his own account, in order to make what profit he can on the transaction.

In connection with this subject it may be mentioned that the amounts given in the budgets for the last 3 years for preventing the extension of cattle disease have been—

Year.	Amount.	
	Currency.	Sterling.
	Florins.	£
1889	84,670	7,055
1890	46,172	3,847
1891	55,635	4,636

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REPORT FOR THE YEAR 1892-93

ON THE

FINANCES OF THE NETHERLANDS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 979.

*Issued during the Recess and Presented to both Houses of Parliament
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NETHERLANDS.

THE HAGUE.

Sir H. Rumbold to the Earl of Rosebery.

My Lord,

The Hague, January 5, 1893.

I HAVE the honour to transmit herewith to your Lordship the Annual Report on the Finances of the Netherlands, drawn up by Sir G. Bonham, and beg leave to call attention to the very complete analysis it contains of the Tax on Income and Property recently introduced here.

I have, &c.

(Signed) HORACE RUMBOLD.

Report on the Finances of the Netherlands for the Year 1892-93.

ABSTRACT of Contents.

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The following report falls naturally into three divisions. The Introductory first is taken from the Finance Minister's statement on introducing remarks. the budget for 1893 to the States-General, which is probably the best, if not the only, means by which an insight into the actual state of the finances can be obtained. A considerable part (1449) A 2

is retrospective, showing how far the estimates of previous years have been borne out by the actual results.

With regard to 1893 the feature in the budget which excited most interest and which gave rise to most discussion in the Chambers has been the increase in the budget of the Ministry of Marine. Various alterations have been made in the original estimates during their passage through the Second Chamber. They are not, however, of great importance, and a table is given of the revised estimates in the form in which they have been presented to the First Chamber.

The second part of the report to which most interest will probably be attached consists of a summary of two legislative enactments, introducing what is practically an income tax, though they are respectively called a tax on property and a tax on trades and professions. The former has now been passed, and it is hoped that the second will be passed in time to come into operation on May 1, at the same time as the law for the taxation of property of which it practically forms a part.

The scope and object of these proposals which practically introduce a new system into the financial practice of this country is to provide for the abolition of taxes which are considered open to objection, and to place the general taxation of the country on a sounder basis by taxing incomes from property on a different scale from those derived from labour.

How far these measures will be found to come up to the ideal standard contained in Adam Smith's four canons of taxation will perhaps only be ascertained by the test of practical experience, but they have evidently been framed with the object of satisfying the complex requirements of modern life, and it should be remembered that the canon respecting equality of taxation has been pronounced by later writers to be absolutely unattainable.

The third part of the report contains a series of tables containing the estimates for 1893, the revenue and expenditure during the eleven years 1881 to 1891, concluding with a translation of the chapter in the budget which deals with the National Debt.

Financial
statement.

Before entering on the estimates for 1893, the Minister of Finance, in accordance with the usual practice, commences his annual statement with a retrospective view of the financial results of the last few years.

Small
surplus
1889.

Commencing with 1889, the accounts for which financial year have only now been finally passed by the Common Chamber of Accounts, he shows that there is a surplus of 481,000 fl. (40,083%).

Deficit 1890.

The accounts for 1890 are now also completed with more favourable results than had been expected, which is accounted for by arrangements which have been made with regard to the railways. The actual expenditure and receipts are shown in the following table:—

				Amount.	
				Currency.	Sterling.
				Florins.	£
Expenditure	..	..	..	165,937,911	13,828,159
Receipts	..	..	..	144,461,056	12,038,421
Deficit	..	..	..	21,476,855	1,789,738

Two additional sources of income, moreover—namely, the sum paid for the Entrepôt Dock at Amsterdam, and the payments from Zaandam and Westzaan in lieu of canal dues—amounted to 19,867,683 fl. (1,655,640£.). By the deduction of this sum the deficit is reduced to 1,609,172 fl. (134,098£.), which is less than the originally estimated deficit by 872,118 fl. (72,676£.), the receipts having increased to the extent of 123,616 fl. (10,301£.), and expenditure diminished to the amount of 748,502 fl. (62,375£.).

The financial results of the year 1891 are also better than was expected. Estimated deficit 1891.

The deficit, as originally estimated, is shown by the following table to have been 3,400,000 fl. (283,333£.):—

				Amount.	
				Currency.	Sterling.
				Florins.	£
Expenditure	..	..	..	130,400,000	10,866,666
Receipts	..	..	..	127,000,000	10,588,333
Deficit	..	..	..	3,400,000	283,333

According to what is now known the expenditure and receipts are as follows:— Considerably higher than actual deficit.

				Amount.	
				Currency.	Sterling.
				Florins.	£
Expenditure	..	..	..	130,954,433	10,912,869
Receipts	..	..	..	130,128,639	10,844,053
Deficit	..	..	..	825,794	68,816

The deficit is, therefore, fully 2,500,000 fl. (208,333£.) less than had been estimated. Attention is especially directed to the considerable increase in receipts from licenses, import duties, and (1449)

succession dues. The so-called ordinary receipts have never in fact yielded as much as in 1891, the succession dues having been more especially productive. The year 1892, however, from what was known at the time of the financial statement in September last, is expected to prove a very satisfactory one in this respect.

Extra-ordinary expenditure 1882-91.

Before leaving the strictly retrospective part of his financial statement the Minister makes a digression in order to show the financial progress made during the last ten years (1882-91), a period during which great undertakings have been carried out, and loans raised in order to cover the deficits resulting therefrom, and to show the relation in which the expenditure and the loans stand to each other.

The expenditure during the ten years includes the four following items:—

Item.	Description.	Amount.	
		Currency.	Sterling.
		Florins.	£
1	Railways, including the purchase by the State of the Dutch-Rhenish Railway ..	98,142,135	8,178,511
2	The Merwede Canal	19,930,689	1,660,891
3	The Rotterdam Channel	16,339,336	1,361,611
4	The works at the mouth of the Maas ..	12,081,001	1,006,750
	Total	146,493,161	12,207,763

Ordinary expenditure covered by ordinary receipts.

The ordinary receipts during this period were found sufficient to meet the ordinary expenditure. The extraordinary receipts, including receipts from the sale of domains, as shown in the following table, amounted to 92,710,805 fl. (7,725,900l.):—

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
A balance over from 1880	2,460,445	205,037
An increase of capital in banknotes	5,000,000	416,666
The sale of the entrepôt docks	2,518,229	209,853
Payments made by Westzaan and Zaandam in lieu of canal and harbour dues	100,612	8,384
Payments from railway companies	17,104,409	1,425,368
Loans	62,808,607	5,234,050
Sale of domains	2,718,500	226,542
Total of Extraordinary Receipts ..	92,710,805	7,725,900

This sum is further increased by a sum made up of a balance in hand at the beginning of the period under review, together with an increase of the floating debt, as follows:—

	Currency.	Sterling.
	Florins.	£
Balance in hand and increase of floating debt.	31,375,831	2,614,652
Extraordinary receipts	92,710,805	7,725,900
Total	124,086,636	10,340,552

The expenditure on the four great works mentioned above amounted, as has been shown, to 146,493,161 fl. (12,207,763*l.*), so that till the end of 1891 the receipts from all sources cover the expenditure, including 84 per cent. of the four great items of extraordinary expenditure. Extra-ordinary expenditure partially covered.

During these 10 years moreover a sum of 21,954,459 fl. (1,829,538*l.*) included in the ordinary expenditure has been devoted to the redemption of the National Debt.

The examination of the accounts for the year 1892 give the following results. The original estimate of expenditure amounted to 130,813,390 fl. (10,901,115*l.*). This was increased in the course of the year to 132,360,262 fl. (11,030,021*l.*). Original estimates for 1892 modified.

The actual expenditure should fall short of this sum, as in fact is always the case in Dutch finances, although the extent to which it does so varies considerably. In 1882 for instance, the actual expenditure was less than the estimates by 3,562,000 fl. (296,833*l.*). In 1885 it amounted to 8,456,000 fl. (704,666*l.*) without taking into account the amount paid for demonetisation. In 1891, so far as is at present known, this margin will not exceed 2,744,000 fl. (228,666*l.*). The average margin for the 10 years 1881–90 is comparatively high, 5,830,000 fl. (485,833*l.*). Not to take too optimistic a view the margin for 1892 is estimated at 2,500,000 fl. (208,333*l.*) below this average, there will, therefore, be a sum of 3,300,000 fl. (275,000*l.*) to be deducted from the estimates, so that according to this method of reckoning the actual expenditure ought not to exceed 129,000,000 fl. (10,750,000*l.*). Allowance made for over-estimating expenditure and under-estimating revenue.

The revenue, which in accordance with the usual practice has been under estimated, will amount, it is expected, to 129,219,297 fl. (10,768,274*l.*) instead of 127,600,150 fl. (10,633,345*l.*), the sum at which it was originally estimated. The result should therefore be, if these calculations turn out to be correct, a surplus of 200,000 fl. (16,666*l.*):—

Small surplus expected.

	Amount.	
	Currency.	Sterling.
	Florins.	£
Receipts	129,200,000	10,766,666
Expenditure	129,000,000	10,750,000
Surplus	200,000	16,666

To sum up the result of the last four years, leaving out of account the extraordinary financial operations of 1890-1892, it appears that:—

Year.		Amount.	
		Currency.	Sterling.
		Florins.	£
1889	Surplus	481,313	40,109
1890	Deficit	1,609,171	134,097
1891 .. .. .	.. .. .	825,794	78,816
1892	Surplus	200,000	16,666
Total net deficit..		1,753,652	146,138

Revenue
1893.

With regard to 1893 the revenue is estimated as follows:—

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
Ordinary	116,298,130	9,691,510
Extraordinary	11,628,360	969,030
Total	127,926,490	10,660,540

This sum is 326,340 fl. (27,195*l.*) higher than that for 1892. The increase in the ordinary receipts, which include 300,000 fl. (25,000*l.*) from the post office, being estimated at 508,680 fl. (42,390*l.*), and that in the extraordinary receipts 217,660 fl. (18,138*l.*), making together 726,340 fl. (60,528*l.*), whereas a deduction has to be made in consequence of lower estimated receipts from the State railways of 400,000 fl. (33,333*l.*), so that the net increase in revenues is 326,340 fl. (27,195*l.*).

Expenditure. The expenditure for 1893 is estimated at a considerably higher figure than that for 1892. In that year, inclusive of supplementary grants and the 22,077,252 fl. (1,839,771*l.*) destined for the purchase of the Netherlands-Rhine Railway shares, the estimate was 131,276,492 fl. (10,939,707*l.*). The estimate for 1893 is 136,240,027 fl. (11,353,335*l.*), showing an increase of 4,963,535 fl. (413,627*l.*).

The increases are under the following heads of the budget:—

Chapter.	Description.	Amount.		Principal items of increase and decrease.
		Currency.	Sterling.	
		Florins.	£	
III	Ministry for Foreign Affairs on account of foreign missions and consulates	18,062	1,505	
IV	Ministry of Justice, on account of increased expenditure on buildings ..	245,395	20,449	
V	Ministry of the Interior, mainly on account of education and pensions	77,369	6,447	
VI	Ministry of Marine, including an increase in the naval stores, pilotage and pensions	1,498,182	124,848	
VIIA	National Debt, an increase for redemption of debt of 193,700 fl., and for interest, &c., 6,232 fl.	199,932	16,661	
VIII	Ministry of War, in which the increase is mainly on account of the completion of fortifications	918,727	76,560	
IX	Waterstaat trade and industry in which the increase is mainly on account of railways and postal and telegraph service	1,921,260	160,105	
X	The Colonies, in which the increase is mainly on account of Surinam, although there is a diminished expenditure on Curaçoa	149,568	12,464	
	The sum total of the increased expenditure being	5,028,497	419,039	

The three chapters in the budget in which a reduction has been effected are :—

Chapter.	Description.	Amount.	
		Currency.	Sterling.
		Florins.	£
I	The Queen's household	9,200	766
II	The States-General and other State assemblies	2,849	237
VIIb	Finances including the expenditure on Department	52,913	4,409
	Total	64,962	5,412

The large expenditure on the Naval Department will, however, be counterbalanced by an economy which it is sought to introduce

Method by which it is hoped to reduce deficit.

by means of the following arrangement between the Department of Marine and that of the Colonies. There is a Bill before the Chambers, according to which payment made by individuals to the Indian Government will no longer be available for the general expenses of administration but only for colonial expenditure. In the event of this Bill being passed efforts will be made by the Minister of Marine and of the Colonies for securing the repeal of the Royal Order of November 16, 1886, relating to naval expenditure in the Indies, with the result that the estimates of the Ministry of Marine will be diminished by a sum calculated at 1,500,000 fl. (125,000*l.*). This sum, together with the 3,000,000 fl. (250,000*l.*) set apart to meet extraordinary expenses, and generally unemployed, will reduce the estimate of expenditure to 131,740,027 fl. (10,978,335*l.*). If from this reduced expenditure, receipts estimated at 127,926,490 fl. (10,660,540*l.*) are deducted, there remains a deficit in round numbers of 3,800,000 fl. (316,666*l.*).

Extra-ordinary expenditure in 1893.

The four items mentioned in the review of the 10 years' expenditure ending in 1891 are given in this year's estimates at the following figures:—

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
Railways	2,225,000	185,416
Merwede Canal	230,000	19,166
Rotterdam Channel	868,600	72,333
Works at the mouth of the Maas	1,690,000	140,833
Total	5,013,000	417,748

This total, it will be seen, is about 1,200,000 fl. (100,000*l.*) more than the probable deficit, as arrived at by making allowance for the repayment of a large sum if the proposed arrangement between the Ministry of Marine and that of the Colonies is carried into effect. Without this possible repayment the deficit would be much greater, and would, in fact, exceed the four above-mentioned items of extraordinary expenditure by 300,000 fl. (25,000*l.*).

No special measures necessary for meeting deficit beyond recourse to floating debt.

Having regard to the increasing revenue from ordinary receipts, no special measures for covering the estimated deficit are at present proposed beyond the usual authorisation to make payments when necessary from the floating debt. It is not, however, thought probable that in the satisfactory state of the Treasury it will be necessary to take advantage of this authorisation.

The Minister concludes his statement with a table showing the deficits of former years and the manner in which it is proposed that they should be met:—

Year.	Amount.		Deficit of past years.
	Currency.	Sterling.	
	Florins.	£	
1885.. .. .	6,119,545	509,962	
1886.. .. .	849,764	70,813	
1887.. .. .	3,504,728	292,060	
1888.. .. .	2,689,146	224,095	
1890.. .. .	21,476,855	1,789,737	
Total	34,640,040	2,886,667	

This total deficit is to be covered by :—

How to be covered.

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
Surplus of the loan of 1884 ..	2,369,343	197,445
„ receipts of 1889	481,313	40,109
Part of the loan of 1892	31,789,383	2,649,115
Total	34,640,039	2,886,669

There is still the remainder of the loan of 1892 amounting to 13,143,208 fl. (1,095,267*l.*), with respect to which no arrangements have yet been made.

The Finance Minister's estimates have, since their introduction been subjected to certain modifications in consequence of two financial measures which, though practically depending on each other, have been introduced separately. The tax on property (vermogens belasting) has already been passed, and the tax on incomes derived from professions and occupations will, it is hoped, be passed in time to come into operation on May 1. Revised estimates.

These financial measures will be described, but it may here be stated that the sum which they are expected to bring in amounts to 5,730,000 fl. (477,500*l.*). The Minister has, therefore, been able to effect certain reductions of taxation with the result that there will be a decrease in the revenue from salt to the extent of 1,690,000 fl. (140,833*l.*).

A decrease in the revenue from soap to the extent of 1,500,000 fl. (125,000*l.*).

A decrease from registration dues to the extent of 1,430,000 fl. (119,166*l.*).

A decrease from mortgage dues of 430,000 fl. (35,833*l.*).

A decrease in percentages on registration dues of 1,060,000 fl. (88,833*l.*).

There is, on the other hand, an increase in the excise in spirits to the extent of 800,000 fl. (66,666*l.*).

Slight
increase in
estimated
revenue.

And decrease
in estimated
expenditure.

The net result of these modifications is that the estimated revenue will be increased to the extent of 420,000 fl. (35,000*l.*), from 127,926,490 fl. (10,660,540*l.*) to 128,346,490 fl. (10,695,540*l.*).

The estimates of expenditure have also undergone modifications in passing the Second Chamber with the result that there is a diminution of 548,766 fl. (45,730*l.*), the sums being respectively 136,240,027 fl. (113,353,335*l.*) and 135,691,261 fl. (113,007,605*l.*).

The expenditure and revenue according to the original and revised estimates are as follows:—

	Original Estimates.		Revised Estimates.	
	Currency.	Sterling.	Currency.	Sterling.
	Florins.	£	Florins.	£
Expenditure..	136,240,027	11,353,335	135,691,261	11,307,605
Revenue ..	127,926,490	10,660,540	128,346,390	10,695,540
Deficit ..	8,313,537	692,794	7,344,771	612,064

A table giving the estimates as revised is annexed to this report.

Irrespective of
possible
deductions.

The deficit is, of course, irrespective of the deductions which the Finance Minister hopes to derive from prospective arrangements between the Ministry of Marine and that of the Colonies, with other resources as explained above.

Financial
measures of
1892.

The financial measures of the past year have been as follows:—

1. The abolition of the tax on soap.
2. The reduction on the duty on salt.
3. The reduction of the duties on the transfer of real property.
4. The equalisation of the land tax, so as to make it a fixed percentage on the rent of land, and at the same time to effect a reduction in it.

A further important measure, which will, however, depend on the passing of a law intended to replace it, is the abolition of the tax on "patents," that is, a tax on professional and industrial incomes, besides which there is a project for the abolition of tolls on canals and roads.

These measures would involve an annual loss to the revenue of about 15,000,000 fl. (1,250,000*l.*), and the measures by which the Finance Minister hopes to replace this loss are:—

1. An increased duty on spirits.

Proposed
income tax
consisting of
two parts.

2. An income tax which consists of two Bills, which, although introduced separately, practically form part of the same measure. The first is a property tax "*vermogens belasting*" levied on all descriptions of real and personal property, the second being a tax on incomes derived from other sources industrial and professional "*bedrijfs belasting*."

The first of these financial measures has now been passed and will come into operation on May 1, unless in consequence of the second measure not having then been passed by the States-General it should be thought necessary to postpone the date. As it constitutes somewhat of a new departure in taxation a full summary is given.

The second is about to be re-introduced into the States-General after undergoing certain modifications so that a slight sketch of its scope will be sufficient.

The law regulating the taxation of property consists of 54 articles, which are divided as follows under six heads :—

Summary of
law on
taxation of
property.

Description.	From—	To—
General provisions	1	12
Assessment	13	23
Objections to assessments	24	38
Collection of tax	39	45
Special provisions	46	49
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The property tax is defined to be a direct tax, to which all persons residing in the Kingdom, or who have taken up their residence there in the course of the financial year, are liable. In the case of persons who commence to reside at some time in the course of the financial year, they will be liable to pay as many twelfths as there are months unexpired.

General
provisions.

Property for the purpose of taxation is defined as being land, whether freehold or leasehold, and usufructs, which are charged at four-fifths of the value of the whole property. Besides this a sum 20 times the money value of annual receipts from buildings, farms, fixed rent (so-called), or permanent leases are to be considered as property, as also from tithes, ground rents, and other liabilities on real estate.

A wife's property is considered to form part of that of her husband, except in case of separation and those in which the wife has obtained a separate control over her own property, in which case, however, a single assessment is made for the whole property and then divided according to their respective shares.

The following articles are not included under the designation of property for the purposes of taxation :—

(a) Furniture, wearing apparel, provisions, artistic and scientific instruments, gold and silver work, jewellery and precious stones not being stock in trade.

(b) Life insurance policies still running.

(c) Claims on annuities and pensions.

(d) Possessions of which others enjoy the usufruct.

(e) Instalments of interest, bonuses, salaries, and other income not yet claimable.

Having described what is and what is not property for the purposes of taxation, the method to be employed in assessing the tax is next described under six heads *a, b, c, d, e, f* :—

Method of
assessment.

(a) As regards land on which buildings have been erected and vacant land the calculation is based on 20 times the rateable return according to the last valuation, unless the proprietor chooses to have the whole of his property of this description valued at its selling price, in which case he states the fact in his return, inclosing a declaration showing the value he places on his property, everything included. If, however, the former course is adopted, *i.e.*, if 20 times the rateable value is made the basis of taxation, that sum is liable to the following deductions—

1. The State land tax and the additional percentages levied in the current year.

2. The “polder and waterschap” taxes fixed at the last assessment, so far as they exceed the sum deducted in fixing the taxable produce. These taxes, it should be explained, are peculiar to Holland, having to do with the land drainage and maintenance of the dykes.

3. The amount or value of the annual disbursements on building, leasing, rent, or permanent lease so-called, tithes, ground rent, or other charges on property.

(b) As regards building land, not including yards and gardens attached to houses, park lands, and land of less selling value than 1 fl. per centiaire. Houses and vacant land free from land tax. Land under water in consequence of removal of turf on which the old rateable value was maintained in the last assessment. Buildings for which on account of repairs, alterations, &c., the amount of taxation has still to be ascertained. Turf land, heath, quarries, &c., real estate situated outside the Kingdom and rights attached to it. The value of all such property is to be estimated at its ascertained selling value or that of property most closely resembling it.

(c) The before-mentioned multiple which is to serve as a basis of taxation is fixed at 20 times the amount or money value of the annual receipts, if these receipts vary the annual average of the last three financial years shall be taken, or if the receipts have not been realised for three years the annual average since their commencement. The amount on which the multiple of 20 is calculated shall be raised by 5 per cent., if any extraordinary payments have been made on account of transfers or other transactions.

(d) Bonds, shares, &c., shall be calculated at their money value according to the last quotations. These bonds are to include Government securities of the Netherlands or foreign countries, and also securities drawn up in the form of certificates.

(e) Mortgages and other claims not mentioned in the previous paragraph are to be calculated at the amount of the capital. Drifts payable at a subsequent date on which no interest is claimed, cheques and other commercial paper are to be estimated at their value in ready money.

(f) Ships, vessels, and boats with their equipment, fixed and movable machinery, &c., in factories and workshops, horses and carriages, and cattle and farm implements are to be valued according to the purpose for which they are employed.

Property thus estimated is liable to certain deductions—(1) Drafts on the person assessed, also drafts payable at a subsequent date on which no interest is claimed. Bills of exchange and other commercial paper to be estimated at their actual value in ready money. (2) 20 times the annual amount of the annuities, pension and fixed interest to be paid, and also 20 times the amount incurred for indispensable expenses of board and lodging. If the amount varies it is calculated at the annual average of the last three years, or if the charge has not been made for three years at the annual average since its commencement. No deduction is made for premiums on life insurance, pensions or annuities, for voluntary disbursements, or for maintenance and education of children.

Provision is also made for those whose property is invested in one or more enterprises, who, if they possess no saleable certificates or shares, may estimate their property according to the last audited and approved balance in their favour, provided that proof can be given that the amount thus obtained would equal that obtained by the previously described methods.

The amount of the tax is calculated on the amount of the property thus assessed—owners of property of less than 13,000 fl. (1,083*l.*) are exempt; over 13,000 fl. (1,083*l.*) and under 14,000 fl. (1,166*l.*) the amount is 2 fl. (3*s.* 4*d.*); over 14,000 fl. (1,166*l.*) and under 15,000 fl. (1,250*l.*) the amount is 4 fl. (6*s.* 8*d.*); over 15,000 fl. (1,250*l.*) and under 200,000 fl. (16,666*l.*) the amount is 1 fl. 25 c. (2*s.* 1*d.*) for every sum of 1,000 fl. (83*l.*) above 10,000 fl. (833*l.*). If it exceeds 200,000 fl. (16,666*l.*) a fixed sum of 237 fl. 50 c. (19*l.* 16*s.* 3*d.*) is to be paid, and also 2 fl. (3*s.* 4*d.*) for every additional 1,000 fl. above the value of 200,000 fl.

It is provided that Consular officers of foreign Powers are exempt from the tax if subjects of the country appointing them, if they carry on no occupation, and provided that Dutch Consuls receive reciprocal advantages at the hands of the countries by whom the Consuls are appointed. Provision is also made in the case of persons incapable, for any reason, of managing their own affairs who are assessed in the commune where their legal representatives are domiciled; the usual rule being that persons are assessed in the commune where they reside at the time they become liable to the tax; the domicile of the husband being also that of the wife unless separated.

The assessment of the tax is entrusted to inspectors of registration, who are entitled to have access to the registers of the communal authorities. Lists are to be drawn up each year before May 15 by the inspectors of each commune, after consultation with the burgomasters, of the persons who are liable to the tax. Names may also be added in the course of the year of those persons liable to the tax who come to reside in the district in the course of the year.

Assessment papers containing particulars of what is required must be sent round to those persons whose names are on the list

before the end of May, and returns must be sent in within 20 days, though this period may be extended by the inspector, and persons who do not receive notices are expected to send in returns by June 15. Provision is also made for those who have been assessed in other communes, for persons who are prevented from making returns, by the wife in the absence of the husband, by legal representatives in case of deceased persons and those under legal disabilities, &c.

Returns are to be placed in a box provided for the purpose by the burgomaster at the State expense in every commune, or sent post free by registered letter to the receiver of probate duty or to the inspector. These returns are duly collected and embodied in an official report, opportunities being given for explanation and corrections. All persons neglecting to send in returns will be assessed by the inspector by virtue of his official authority. When the returns have been finally collected and registered a request for payment is sent in a closed letter to each of the persons assessed, the only difference in the case of those whose returns have been found to be too low, or who have not sent one in, is that the request is sent in a registered letter.

Objections to
assessment.

Objections to an assessment may be sent in in writing within 30 days of the receipt of the summons to pay, and persons who have objections may be examined with regard to them by the inspector or by the receiver. Persons going to reside abroad may be allowed exemptions for as many twelfths of their assessment as there are months to expire before the end of the year, and with regard to usufructs terminating in the course of the financial year exemption will be granted for as many months as have not expired at the date of sending in the petition. The inspector may grant exemptions if in the course of the year he has reason to think that an assessment has been made unduly high, on receiving authority to do so from a higher official appointed by the Government.

Appeals against the decision of the inspector or the official assessment must be made in writing within 30 days to a court of appeal consisting of three members, of whom one is appointed by the Provincial States, one by the Minister of Finance, one by the Court of Justice of the district in which the court holds its meetings, a substitute is appointed for each member of the court and provision made for vacancies occurring. Members retire by rotation every two years but are eligible for re-election. A President is appointed by the Crown but is only entitled to advise.

The members or substitutes decide appeals by a majority of votes, after having heard both the aggrieved party or his representative and the inspector, but the documents relating to the appeal must be sent to the inspector 20 days before the case is tried. The inspector in supporting his decision can make use of official information to which he has access, but which he is otherwise bound to keep secret.

The court may fix an assessment differing both from the

return sent in and from the official assessment. In the course of the proceedings the person assessed may be allowed to amend his return. If there is still a doubt, the person assessed may be put on his oath, a *procès-verbal* drawn up and signed by the President and the members of the court. This assessment thus confirmed by oath will be accepted. Provision is made for a person being represented in case of unavoidable absence, and persons making false statements are liable to the penalties of the code.

The assessment fixed or confirmed by the decision of the court will be increased by 25 per cent. of the sum on which the tax is paid, if the person assessed has neglected to send in a statement; and in case of his declaration being too low it will be increased by 25 per cent. on the excess. In case of doubt as to the value of the goods which form the basis of the tax the council may call in the assistance of experts. The decision of the court will be made known to the parties interested as well as to the inspector.

It is also provided that the President and members of the court have all their expenses paid, and experts are paid according to the discretion of the President.

An appeal to the Crown if made within 30 days is allowed against the decision of the inspector with regard to remission allowed on account of absence from the Kingdom, and a decision will be given after consultation with the Council of State.

The tax is payable half-yearly, the first half before November 1, the second before April 1; each moiety may, if preferred, be paid in two portions. As soon as a person assessed leaves the Kingdom to change his domicile, his assessment is claimable although his right to claim exemption is unaffected, an arrangement is made for the payment of the tax by postal order free of cost. Collection of tax.

In case of non-payment either on or before the appointed day a request is sent for payment within three days. If this notice is disregarded a further request is sent for payment within a further period of three days, with an intimation that in case of non-compliance further measures will be resorted to. A peremptory summons is then sent on pain of an execution being put in, which can be done on the motion of the cantonal judges. The matter then follows the usual judicial course, the case being dealt with in a summary manner.

The tax is recoverable on the goods of the wife as well as on those of the husband, in all cases where for purposes of taxation they are considered to form part of those of the husband. On the death of any person liable to the tax, his heirs become responsible for the part of it which may remain unpaid. The Crown retains the right in very exceptional cases of error or unintentional negligence to diminish or remit the penalties incurred.

Every heir, executor, or administrator has the right to address Special complaints and to appeal with regard to the assessment of a deceased person as if he were himself the person assessed. provisions.

It is furthermore provided that any official who divulges information with regard to the assessment of any person's property, which is derived from official sources, whether in virtue of his present or any previous office, is liable for any such breach of confidence to six months' imprisonment or a fine of 600 fl. (50%), and any third party found guilty of having brought about such a breach of confidence is liable to three months imprisonment and a fine of 300 fl. (25%).

All legal documents in connection with the law are to be registered and sealed free of cost, and they are not subject to stamp duties or registration fees.

Law for
taxation of
professional
incomes and
profits from
trade.

The following is an outline of the law as originally introduced for the taxation of professional incomes and profits from trade, which, as before-mentioned, is intended to be a substitute for the tax on patents or licenses. After being remodelled in order to satisfy some of the objections raised against it, it will be re-introduced and, if possible, passed before May 1, so that it may come into operation at the same time as the tax on property, of which it is the complement.

The principal object of the measure is to tax net profits apart from interest. For example, if 100,000 fl. are invested in an enterprise which yields 10,000 fl., or 10 per cent., 4,000 fl. is regarded as the interest on the capital employed, and as taxed by the property tax, so that the tax is imposed on the remaining 6,000 fl. considered as net profits. In the same way with limited liability companies, it is only after they have paid 4 per cent. that the profits are taxed, so that the tax may be described as one on profits, interest being deducted at the rate of 4 per cent.

The rate of taxation is intended to be rather lower than that on the property tax. Incomes derived from agriculture, horticulture, forestry, turf industry, and cattle breeding are not included in this tax, with respect to which, however, it will be unnecessary to give further details until the measure has been passed.

COMPARATIVE Table, showing the Estimates of Revenue for the Years 1892-93, and the Difference between them.

CURRENCY.

Sources of Revenue.	1893.	1892.	Increase.	Decrease.
	Florins.	Florins.	Florins.	Florins.
Direct taxes—				
Land tax	12,592,600	12,502,000	90,600	...
Personnel, <i>i.e.</i> , assessed taxes ...	11,614,000	11,498,000	116,000	...
Patents or licenses	4,528,000	4,528,000	...	...
Excise—				
Sugar	8,500,000	8,500,000	...	...
Wine	1,828,000	1,800,000	28,000	...
Spirits	24,400,000	24,500,000	...	100,000
Salt	3,850,000	3,850,000	...	...
Soap	2,000,000	2,000,000	...	...
Beer and vinegar	1,090,000	1,070,000	20,000	...
Meat	3,000,000	3,000,000	...	...
Indirect taxes—				
Stamps	2,750,000	2,750,000	...	...
Registration	6,600,000	6,600,000	...	...
Charge on mortgages	975,000	975,000	...	...
Succession duties	3,100,000	3,100,000	...	...
Percentages	5,213,000	5,213,000	...	...
Import duties—				
Customs	5,725,000	5,700,000	25,000	...
Stamped forms	11,250	10,800	450	...
Tax on gold and silver wares ...	230,860	235,900	...	5,040
Domains, ordinary	1,600,000	1,600,000	...	...
" belonging to War De-				
partment	55,000	55,000	...	...
Highways	315,000	315,000	...	...
Roads, ferries, and harbours ...	360,000	360,000	...	...
Post office	7,400,000	7,100,000	300,000	...
Telegraphs	1,359,000	1,363,000	...	9,000
State lotteries	661,500	661,500	...	...
Shooting and fishing licenses ...	136,000	140,000	...	4,000
Pilotage	1,400,000	1,350,000	50,000	...
Mining rights	6,930	7,250	...	320
Share of the State in profits from				
railways	3,945,000	4,345,000	...	400,000
Miscellaneous receipts	4,279,360	4,061,700	217,660	...
Contribution of Netherlands-India ...	...	...	...	...
Similar payment by Netherlands-				
India with regard to floating debt...	...	...	...	...
Sums paid by Netherlands-India for				
interest and redemption of $3\frac{1}{2}$ per				
cent. loan	1,854,000	1,854,000	...	...
Sums arising from sale of domains ...	160,000	150,000	...	...
Share of State in profits of the				
Netherlands Bank	1,200,000	1,200,000	...	...
Leges	200,000	200,000	...	...
Total	127,926,490	127,600,150	326,340	518,370
Net increase for 1893	...	...	...	...

The following alterations have been introduced into the estimates for 1893, making the total revenue amount to 128,346,490 fl. :—

Description.	Amount.
	Florins.
Property tax	5,730,000
Excise on spirits	25,200,000
" salt	2,160,000
" soap	500,000
Registration dues	5,170,000
Charge on mortgages	545,000
Percentages	4,153,000

COMPARATIVE Table showing the Estimates of Revenue for the
Years 1892-93, and the Difference between them.

STERLING.

Sources of Revenue.	1893.	1892.	Increase.	Decrease.
	£	£	£	£
Direct taxes—				
Land tax	1,049,833	1,041,833	7,550	...
Personnel, &c., assessed taxes ...	967,533	958,166	9,667	...
Patents or licenses	877,333	877,333	...	...
Excise—				
Sugar	708,333	708,333	...	...
Wine	152,083	150,000	2,083	...
Spirits	2,033,333	2,041,666	...	8,333
Salt	320,833	320,833	...	...
Soap	166,666	166,666	...	...
Beer and vinegar	90,833	89,166	1,667	...
Meat	250,000	250,000	...	...
Indirect taxes—				
Stamps	229,166	229,166	...	...
Registration	550,000	550,000	...	...
Charge on mortgages	81,250	81,250	...	...
Succession duties	675,000	675,000	...	...
Percentages	434,416	434,416	...	...
Import duties—				
Customs	477,083	475,000	2,083	...
Stamped forms	937	900	37	...
Tax on gold and silver	19,237	19,658	...	421
Domains, ordinary domains ...	133,333	133,333	...	...
" belonging to the War De-				
partment	4,583	4,583	...	...
Highways	26,250	26,250	...	...
Roads, ferries, and harbours ...	30,000	30,000	...	...
Post office	616,666	591,666	25,000	...
Telegraphs	113,250	114,000	...	750
State lotteries	55,125	55,125	...	...
Shooting and fishing licenses ...	11,333	11,666	...	333
Pilotage	116,666	112,500	4,166	...
Mining rights	577	604	...	27
Share of the State in profits from				
railways	328,750	362,083	...	33,333
Miscellaneous receipts	356,613	338,475	18,138	...
Contribution of Netherlands-India ...	...	...	...	...
Similar payment by Netherlands-				
India with regard to floating debt...	...	...	...	...
Sums paid by Netherlands-India for				
interest and redemption of $3\frac{1}{2}$ per				
cent. loan	154,500	154,500	...	...
Sums arising from sale of domains ...	12,500	12,500	...	...
Share of State in profits of the				
Netherlands Bank	100,000	100,000	...	...
Leges	16,666	16,666	...	...
Total	10,660,631	10,633,337	70,391	43,197
Net increase for 1893	...	...	27,194	...

The following alterations have been introduced into the estimates for 1893, making the total revenue amount to 10,695,540£:—

Description.	Amount.
	£
Property tax	477,500
Excise on spirits	2,100,000
" salt	180,000
" soap	41,666
Registration dues	430,833
Charge on mortgages	45,416
Percentages	346,083

TABLE showing Estimates of Expenditure for the Year 1893 as Introduced by the Minister of Finance.

Number.	Departments.	Amount.	
		Currency.	Sterling.
		Florins.	£
I	Queen's Civil List	804,000	67,000
II	State Assemblies and Queen's Cabinet	660,506	55,042
III	Department of Foreign Affairs ..	783,862	65,321
IV	Justice	5,488,669	457,389
V	Home Department	12,308,424	1,025,702
VI	Department of Marine	15,697,423	1,308,118
VIIA	National Debt	35,242,898	2,936,908
VII B	Finance Department	18,906,632	1,575,552
VIII	War Department	22,598,227	1,883,185
IX	Department of Waterstaat	22,346,853	1,862,237
X	Department of the Colonies	1,352,531	112,710
XI	Unforeseen expenditure	50,000	4,166
	Total	136,240,025	11,353,330

TABLE showing Revised Estimates of Expenditure for the Year 1893 as finally Passed by Second Chamber.

Number.	Departments.	Amount.	
		Currency.	Sterling.
		Florins.	£
I	Queen's Civil List	804,000	67,000
II	State Assemblies and Queen's Cabinet	660,506	55,042
III	Department of Foreign Affairs ..	783,862	65,321
IV	Department of Justice	5,488,669	457,389
V	Home Department	12,297,669	1,024,805
VI	Department of Marine	15,775,910	1,314,659
VIIA	National Debt	35,240,226	2,936,685
VII B	Finance Department	19,129,493	1,594,124
VIII	War Department	22,265,552	1,855,462
IX	Department of Waterstaat	21,825,653	1,818,804
X	Department of the Colonies	1,369,690	114,140
XI	Unforeseen expenditure	50,000	4,166
	Total expenditure	135,691,262	11,307,597
	Revenue	128,346,490	10,695,540
	Deficit	7,344,772	612,057

TABLE showing the Revenue during the Years 1881-91 inclusive.

STERLING.

Years.	Ordinary Receipts.	Receipts from Netherlands-India.	Surplus from past Years.	Sale of Crown Lands.	Other Receipts.	Total.
	£	£	£	£	£	£
1881	9,264,976	...	...	10,418	1,028,905	10,304,299
1882	9,321,218	...	205,037	25,000	1,273,567	10,824,822
1883	9,348,942	...	...	9,875	2,106,339	11,465,156
1884	9,457,506	...	...	12,500	1,633,727	11,103,733
1885	9,626,149	...	...	18,750	25,000	9,689,899
1886	9,795,963	...	...	39,583	416,666	10,252,212
1887	9,866,802	...	...	20,838	25,000	9,912,635
1888	10,036,268	...	...	33,333	253,750	10,323,341
1889	10,231,694	...	...	41,666	108,333	10,381,693
1890	10,373,983	...	...	12,500	1,651,937	12,038,420
1891	10,786,553	...	...	12,500	45,000	10,844,053

TABLE showing the Revenue during the Years 1881-91 inclusive.

CURRENCY.

Years.	Ordinary Receipts.	Receipts from Netherlands-India.	Surplus from past Years.	Sale of Crown Lands.	Other Receipts.	Total.
	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.
1881	111,179,716	...	...	125,000	12,346,862	123,651,578
1882	111,854,620	...	2,460,445	300,000	15,282,810	129,897,877
1883	112,187,307	...	...	118,500	25,276,069	137,581,877
1884	113,490,077	...	...	150,000	19,604,727	133,244,805
1885	115,513,791	...	...	225,000	300,000	116,038,791
1886	117,551,564	...	...	475,000	5,000,000	123,026,564
1887	118,401,626	...	...	250,000	300,000	118,951,626
1888	120,435,101	...	...	400,000	3,045,000	123,880,101
1889	122,780,333	...	...	500,000	1,300,000	124,580,333
1890	124,487,305	...	...	150,000	19,823,251	144,461,056
1891	129,438,639	...	...	150,000	540,000	130,128,639

TABLE of Expenditure during the Years 1881-91 inclusive.

STERLING.

Years.	General Service.	Interest.	Redemption of Debt.	State Railways.	Other Expenditure.	Total.
	£	£	£	£	£	£
1881	6,261,875	2,282,803	86,482	1,083,333	589,802	10,304,295
1882	6,658,957	2,385,060	91,013	1,166,666	570,125	10,834,821
1883	6,892,979	2,442,802	93,341	1,208,333	827,699	11,465,154
1884	6,872,808	2,561,013	116,721	916,666	636,524	11,103,732
1885	6,386,956	2,658,390	122,401	416,666	595,446	10,179,859
1886	6,503,459	2,589,825	149,783	478,166	601,792	10,323,025
1887	6,466,714	2,543,803	175,641	108,333	910,204	10,204,695
1888	6,545,707	2,536,488	430,364	123,750	911,126	10,547,435
1889	6,668,976	2,528,360	199,231	174,583	770,433	10,341,583
1890	6,765,508	2,623,796	211,661	3,366,666	860,525	13,828,156
1891	7,245,208	2,603,433	239,378	112,500	712,349	10,912,868

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TABLE of Expenditure during the Years 1881-91 inclusive.

CURRENCY.

Years.	General Service.	Interest.	Redemption of Debt.	State Railways.	Other Expenditure.	Total.
	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.
1881	76,142,509	27,393,642	1,037,792	13,000,000	7,077,634	123,651,578
1882	79,907,485	28,056,729	1,092,155	14,000,000	6,841,506	129,897,877
1883	82,715,766	29,313,623	1,120,100	14,500,000	9,932,397	137,581,877
1884	82,473,696	30,732,157	1,400,669	11,000,000	7,638,291	133,244,805
1885	76,643,476	31,900,687	1,468,813	5,000,000	7,145,359	122,158,337
1886	78,041,509	31,077,904	1,797,400	5,738,000	7,221,514	123,876,328
1887	77,600,568	30,525,635	2,107,695	1,300,000	10,922,455	122,456,355
1888	78,548,484	30,437,866	5,164,375	1,485,000	10,933,521	126,569,247
1889	80,027,722	30,340,320	2,390,772	2,095,000	9,245,205	124,099,020
1890	81,186,099	31,485,559	2,539,941	40,400,000	10,326,311	165,937,911
1891	86,942,493	31,241,201	2,372,545	1,350,000	8,548,193	130,954,433

TABLE showing how the "other Expenditure" comprised in the Fifth Column of the preceding Table is made up.

Description.	1881.		1882.		1883.		1884.		1885.		1885.	
	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.
	Florins.	£	Florins.	£	Florins.	£	Florins.	£	Florins.	£	Florins.	£
Expenditure on prevention of cattle disease	145,752	12,146	234,256	19,552	341,645	28,470	319,268	68,272	134,523	11,210	39,018	3,251
Extraordinary expenditure in the War Department	3,382,962	231,913	3,720,882	310,073	4,853,599	404,466	2,774,646	231,220	2,908,692	242,382	3,066,110	257,175
Extraordinary expenditure in the Marine Department	1,516,120	126,343	812,500	67,708	1,318,450	109,870	90,457	7,540	86,378	7,198	272,124	22,677
Expenditure on revision of the taxable revenue on unbuil-on properties	148,690	12,380	159,228	13,269	146,131	12,177	267,345	22,278	571,020	47,585	196,945	16,412
Improvements to river at Rotterdam	1,884,108	157,009	1,164,086	97,007	2,292,694	191,357	2,472,501	206,011	1,644,895	123,741	1,500,130	125,010
Expenditure on the Merwede Canal	...	...	780,542	62,545	941,534	73,465	1,156,744	96,395	1,671,445	133,287	1,600,925	133,410
Works at the mouth of the Maas	...	...	...	...	38,292	3,191	57,298	4,774	228,504	19,042	526,260	43,555
Total	7,077,634	583,801	6,841,508	570,125	9,952,397	827,696	7,638,291	636,320	7,145,359	595,446	7,221,514	601,790

Description.	1887.		1888.		1889.		1890.		1891.	
	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.
	Florins.	£	Florins.	£	Florins.	£	Florins.	£	Florins.	£
Expenditure on prevention of cattle disease	244,021	2,335	333,258	3,271	397,070	7,055	368,172	3,847	353,000	4,636
Extraordinary expenditure in the War Department	2,921,750	243,479	2,198,457	183,207	2,898,424	241,535	2,927,784	243,382	3,396,017	283,741
Extraordinary expenditure in the Marine Department	117,180	9,760	259,221	21,601	469,787	33,315	307,182	25,598	71,352	6,946
Expenditure on revision of the taxable revenue on unbuil-on properties	233,767	19,482	879,934	73,327	421,686	35,140	218,260	18,188	...	...
Improvements to river at Rotterdam	1,455,528	121,294	1,501,130	125,094	1,486,176	123,849	1,464,380	122,031	1,457,311	121,484
Expenditure on the Merwede Canal	3,129,895	260,823	2,772,833	231,069	2,184,837	182,074	3,677,533	293,123	2,144,302	178,691
Works at the mouth of the Maas	3,080,353	252,529	3,252,655	273,555	1,709,571	142,465	1,784,992	145,749	1,423,073	118,589
Total	10,922,455	910,204	10,933,621	911,126	9,245,205	770,433	10,326,311	860,525	8,548,193	712,349

THE following is the Translation of the Chapter in the Budget which deals with the National Debt, after Revision in the Second Chamber.

Article.	Description.	Amount.	
		Currency.	Sterling.
		Florins.	£
I	Interest on a capital sum of 629,098,400 fl. (52,424,866 <i>l.</i>) inscribed debt at 2½ per cent., falling due June 30 and December 31, 1893	15,727,460	1,310,621
II	Interest on a capital sum of 93,415,950 fl. (7,784,662 <i>l.</i>) inscribed debt at 3 per cent., falling due March 1 and September 1, 1893	2,802,478	233,539
III	Interest on the bonds of the late sinking fund syndicate at 3½ per cent. on a capital of 3,035,000 fl. (252,916 <i>l.</i>), falling due April 1 and October 1, 1893, and also on the amount of these bonds redeemable on January 2, 1893	119,323	9,943
IV	Interest on the inscribed debt yielding interest: on the bonds issued by virtue of the law of May 9, 1886, and on those issued by virtue of the law of December 28, 1891, at 3½ per cent. on a capital of 378,535,600 fl. (31,544,633 <i>l.</i>), falling due on April 1 and October 1, 1893, and also on a capital of this debt redeemable after January 1, 1893, besides a provision to the amount of ½ per cent. of the nominal amount of the coupons of the above-named bonds paid abroad.	13,259,975	1,104,998
V	Interest on a capital of 229,510 <i>l.</i> nominal, at 11·85 fl. to the <i>l.</i> , 2,719,673 fl. Dutch currency bonds yielding interest at 6 per cent. issued in 1876 by the Dutch-Rhenish Railway Company by virtue of an agreement between the State and the Railway Company sanctioned by the Law of July 22, 1890, which bonds have been taken over by the State, falling due on January 1 and July 1, 1893, together with the cost on the payment of the coupons of that loan abroad and at Amsterdam in accordance with what has been decided in the conditions on which the loan was contracted	166,624	13,885

THE following is the Translation of the Chapter in the Budget which deals with the National Debt, after Revision in the Second Chamber—continued.

Article.	Description.	Amount.	
		Currency.	Sterling.
		Florins.	£
VI	Interest on a capital of 24,500 <i>l.</i> nominal, at 12 <i>fl.</i> per 1 <i>l.</i> , or 294,000 <i>fl.</i> Netherlands currency, 5 per cent. interest paying bonds issued in 1876 by the Dutch-Rhenish Railway, and by virtue of an agreement between the State and the Railway brought to the charge of the State, falling due March 1, April 1, September 1, and October 1, 1893, together with costs connected with the payment of the coupons abroad and in Amsterdam in accordance with the conditions on which the loan was issued ..	14,847	1,237
VII	Interest and expenditure incurred in the preparation and issue of Treasury bills and promissory notes, also the cost of pledging Treasury bills, the issue of which is permitted by law, as also interest on the money which according to the terms of the Law of August 7, 1888, has been advanced to the State by the Netherlands Bank.. .. .	50,000	4,166
VIII	Interest on the caution money paid by officials at 4 per cent., and on caution money paid by taxpayers at 3 per cent., due June 30 and December 31, 1893 ..	1,500	125
IX	Ordinary annuities on the year, falling due January 1, 1892	298	24
X	Interest at 3 per cent. on capital sums, together amounting to 3,976 <i>fl.</i> (831 <i>l.</i>), raised for the maintenance and improvement of high roads in what was formerly the Valkenburg in the province of Limburg, by virtue of agreements entered into with the communes interested, now charged to the State, falling due in 1893.. .. .	119	10
XI	Interest, fixed charges and disbursements falling due in 1893 on account of State domains, and on highways and canals ..	38,100	3,175
XII	Interest on voluntary and judicial consignments	20,000	1,666
	Total	32,200,726	2,683,389

THE following is the Translation of the Chapter in the Budget which deals with the National Debt, after Revision in the Second Chamber—continued.

Article.	Description.	Amount.	
		Currency.	Sterling.
		Florins.	£
	SECTION II.		
	<i>Redemption of the National Debt.</i>		
XIII	Redemption and discharge of interest bearing National Debt, including the discharge of certain payments belonging to the administration of domains, fixed burdens, and payments	2,839,500	236,625
XIV	Payment to the Amsterdam Canal Company, by virtue of the agreement approved of in the Law of December 19, 1882.. .. .	200,000	16,666
	Total for redemption of National Debt	3,039,500	253,291
	National Debt	32,200,726	2,683,393
	Grand total	35,240,226	2,936,684

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ON THE
FINANCES OF NETHERLANDS-INDIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1005.

*Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.*

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THE HAGUE.

Sir G. Bonham to the Earl of Rosebery.

My Lord, *The Hague, March 11, 1893.*
I HAVE the honour to transmit, herewith, my Report for 1893
on the Finances of Netherlands-India.

I have, &c.
(Signed) G. F. BONHAM.

Report on the Finances of Netherlands-India for the Year 1893.

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The main interest of Netherlands-India at the present time lies in the modifications which, as seems probable, will be introduced into the system of coffee cultivation in the Dutch possessions. Although an outline of the system was given in the last (1485)

report from this Legation, and is doubtless well known to those who have directed their attention to the subject, it may be as well to describe the main features of Government coffee cultivation under which the Dutch East Indies attained a high degree of prosperity, but which now, for reasons which are given at length in this report, seems destined to be replaced by a system of free cultivation by planters, a resolution having been passed by the second Chamber of the States-General on the introduction of the Budget to the effect that the monopoly with regard to the Government cultivation should cease on the ground that it does not sufficiently recompense those subject to compulsory service, or tend to encourage the best cultivation as regards quantity or quality of the crops, that in order to satisfy the requirements of the law with regard to the culture system, and to maintain sound principles of cultivation, compulsory service should either be remunerated at the market price, or coffee plantations should be let at a fixed rent in money or produce, either to the native cultivators, or, with their consent, when it is necessary, to native or European planters.

It is evident, however, that a complete change from one system to another, involving a change in the condition of labour in a large extent of territory, can only be introduced gradually, so that, for the present, at all events, the old system will be maintained, according to which, on Government plantations in Java, the West Coast of Sumatra, and Menado, a district in the Celebes, the natives will continue to work in the coffee plantations, and the Government will continue to buy the produce at the rate of 15 fl. (1*l.* 5*s.*) per picul, which in Menado has been raised to 25 fl. (2*l.* 1*s.* 8*d.*) in consequence, as will be seen, of the exceptional depression prevailing in the district, and to derive a large part of their income from coffee sales, which principally take place in the markets of Holland.

The profits derived from this source were for a long time very considerable, and the system appears to have been satisfactory both for the Dutch Government and the natives. For several years, however, in consequence partly of the exhaustion of the soil, profits from this source have decreased, so that the alternative system of free cultivation and direct taxation, which is already in force in some districts, appears likely to be adopted on a larger scale.

Coffee cultivation is not, however, the only occupation in Netherlands-India, nor is the failure of that source of revenue the only cause to which recent deficits are to be ascribed, as the expenditure on public works and on the war in Atcheen is, perhaps, a more direct one.

Although the estimates of the War Department do not contain any indication of an immediate reduction of this expenditure, there is in the last colonial report an allusion to a new navigation law, which, if adopted, may be expected to lead to a relaxation of the blockade, and to a reduction of the naval forces in Atcheen.

With regard to what has been stated in the previous report respecting the commutation for a fixed sum of 1 fl. (1*s.* 8*d.*) of

some of the feudal services to which the native population are liable, it appears that the system has been attended with satisfactory results, and that special regulations are being gradually made for the different districts of Java, in order to use the product of the tax per head in every district for the benefit of that district, so that the feudal services in the district are abolished for all sorts of work that can be paid for out of the produce of the tax in the district itself. Wherever the circumstances of the population admit of it, a higher tax than 1 fl. per head is levied, with a view to the further abolition of feudal services. The fund hitherto formed out of the surplus of the tax and devoted to the improvement of the native population has, of course, decreased, since, by the special regulations above referred to the entire produce of the tax can be used for extending the commutation of feudal services.

The report itself follows closely the Colonial Minister's financial statement on the introduction of the budget, although the figures are given in the form in which they were ultimately passed. An unexpectedly good return from the coffee harvest, and some reductions in the proposed expenditure, rendered it unnecessary for the Minister to proceed with some financial measures he had introduced for covering the deficit, and might appear to render inapplicable some subsequent statements relating to the unsatisfactory condition of coffee cultivation. As these remarks relate, however, to the present system of Government cultivation, and to numerous proposals and counter proposals for superseding it, they have been retained.

The report closes with some further information respecting Atcheen which may be of interest in consequence of the influence exercised by the war on the financial situation of the country, and also with regard to New Guinea, where the boundaries are coterminous with those of British possessions.

The Colonial Minister's explanatory statement commences with a reference to the estimates for 1892, in which it was stated that the year 1890 would close with a surplus of 8,048,775 fl. (670,731*l.*). The result shows that the actual surplus has been greater than was expected to the extent of 709,685 fl. (59,140*l.*), principally in consequence of increased receipts from the Indies. Financial statement.
Surplus for 1890.

With regard to 1891 it is hoped that the deficit which was originally estimated at 23,326,497 fl. (1,943,874*l.*) may not actually exceed 15,500,000 fl. (1,291,666*l.*), notwithstanding the fact that sums realised from sales of coffee and rents of land were respectively 2,500,000 fl. (208,333*l.*) and 1,500,000 fl. (125,000*l.*) below the estimates, and also that the expenditure on the following items was greater than expected. Deficit for 1891, reduction in.

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
Purchase and transport of Banka tin	1,000,000	83,333
Preparation of salt	410,000	34,166
Construction and management of railways	295,000	24,583
Salaries and pensions	270,000	22,500
Maintenance of prisoners.. .. .	235,000	19,583

The reduction in the deficit is principally due to the fact that the expenditure on the purchase and transport of coffee, and also the payments made from the surplus of the tax, which is now paid in lieu of services formerly rendered by the native population, were less than the estimated sum, and further that receipts from opium farming, import, export, and excise dues, miscellaneous taxes, railways, and the sale of salt exceeded the estimates; the excess being in each case as follows:—

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
Opium farms	2,182,000	181,833
Import, export, and excise	1,500,000	125,000
Miscellaneous	528,000	44,000
Railways.. .. .	990,000	82,500
Sale of salt	340,000	28,333

Probable
reduction of
estimated
deficit, 1892.

With regard to 1892 considerable modifications in the original estimates may now be anticipated, as the cost of purchase and transport of coffee will be about 850,000 fl. (70,833*l.*) above the estimate. On the other hand, instead of 2,530,000 fl. (210,833*l.*), the sum originally estimated, only 160,000 fl. (13,333*l.*) will be expended on the dock at Tandjong Priok, the construction of two ships for the Indian Navy, a river steamer, and two vessels for the prevention of opium smuggling. The deficit which was originally estimated at 18,502,241 fl. (1,541,853*l.*) will, therefore, in all probability not exceed 15,250,000 fl. (1,270,833*l.*).

Estimates as
finally passed,
1893.

The estimates for 1893, including a sum of 650,000 fl. (54,166*l.*) for improving the navigation of the west channel of Soerabaija, authorised by a special measure, in the form in which they have been passed and separated, as usual, into expenditure and receipts in the Netherlands and in Netherlands-India, are as follows:—

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
Expenditure in the Netherlands	25,489,592	2,124,132
Expenditure in Netherlands-India	111,748,466	9,312,372
Total	137,238,058	11,436,504
Receipts in the Netherlands..	28,837,878	2,403,156
„ Netherlands-India	100,257,020	8,354,752
Total	129,094,898	10,757,908

The estimated deficit amounts accordingly to 8,143,160 fl. (678,596*l.*).

As compared with the budget for 1892 the receipts are estimated at 9,495,185 fl. (791,265*l.*) higher, and the expenditure on the other hand 863,896 fl. (71,991*l.*) less, so that the estimated deficit for 1893 is less than that for 1892 by the sum of 10,359,081 fl. (863,256*l.*). The increased receipts are from the following sources: sale of coffee, excise dues, State railways, import dues, stamp dues, miscellaneous taxes, with the exception of the tax on trade, sale of salt, postal and telegraph service, in addition to which is estimated that the Ombilien coalfields will yield a profit of 631,800 fl. (52,650*l.*), that a further sum of 100,000 fl. (8,333*l.*) may be looked for from taxes which the native managers of the Siak-Sri-Indrapoera territory are prepared to pay over to the Government, as also the sum of 575,000 fl. from the tax on the sugar industry in compensation for the further temporary suspension of the export duty.

On the other hand it is expected that there will be a decrease in the receipts from the sale of Banka tin, sources of revenue farmed out, land rents, export duties, and tax on business callings.

The revised estimates show a diminution in expenditure for 1893 as compared with last year, owing to the fact that less is asked for on account of the construction of railways, telegraph service, ship-building, &c. There are, however, higher estimates of expenditure on account of coffee cultivation, salaries, and pensions, the freight of materials required for public works, and for supplementing naval and military stores; expenditure incurred in tin-mining in the Island of Banka, the management of State railways, and the Ombilien coalfields.

The extraordinary receipts are given under three heads:—

1. 225,000 fl. (18,750*l.*), a repayment from the Netherlands-India Railway Company for sums of money advanced in previous years free of interest.

Extra-ordinary receipts.

(1485)

A 4

2. 423,260 fl. (35,271*l.*), being a fifth part of a portion of the excise dues for the years 1887-91 the payment of which had been suspended.

3. The repayment of a loan of 50,000 fl. (4,166*l.*) advanced to a native chief, making altogether a sum of 698,260 fl. (58,188*l.*).

On the other hand the share of the profits which the State now derives from the Billiton mine is not given, owing to the uncertainty which prevails as to how much will be realised before the end of the current year.

Coffee crop,
1892.

Considerably
better than
expected.

Additional
taxes
unnecessary.

According to the latest information available at the time the financial statement was made, the Java coffee crop of 1892 was expected to yield about 100,000 piculs more than was inserted in the estimates of revenue for 1893, so that taking into account the extraordinary promise of the year 1892, as compared with the average amount yielded during the last few years, the Minister felt himself justified in entering into negotiations with the Nederlandsche Handels Maatschappij (the company through whose intervention the sales are conducted) as to the advisability of reserving the whole or a part of the crop until the following year. The actual amount produced exceeded the Minister's most sanguine expectations, amounting to 694,351 piculs, and the result of his negotiations with the company has been to induce him to reserve 200,000 piculs which leaves nearly 500,000 piculs for sale. The market price as estimated has, moreover, been raised from 45 c. to 57½ c. per half kilo., which will have the effect of increasing the revenue from coffee by nearly 8,000,000 fl. (666,666*l.*) beyond the estimates, and has enabled him to dispense with increased taxation on lucifer matches, petroleum, and salt; his original measures for strengthening the resources of the country.

The estimated expenditure on construction of railways and harbour works in Batavia, and also for new irrigation works are respectively 6,145,000 fl. (512,083*l.*) and 3,000,000 fl. (250,000*l.*). This expenditure of 9,145,000 fl. (762,082*l.*) on productive works is fully equivalent to the originally estimated deficit in the budget. Should there be any doubt as to the remunerative character of this expenditure the Minister calls attention to the probability, fully justified by later information, that the results of the year would turn out to be more favourable than the original estimate without taking into consideration any possible profits from the Billiton mine.

As the revenue from produce is estimated at about 19,000,000 fl. (1,583,333*l.*), it may be expected that the whole expenditure will be covered except that for which the issue of loans may be justified.

The Minister lays stress on the necessity of abandoning all expenditure which is extravagant as likely unduly to strain the resources of India. How much these will bear is to be the subject of an inquiry which the Governor-General has undertaken to institute with the assistance of a competent person to assist him in

collecting the necessary information. Mr. Dorsser, president of the Accountant-General's Office, has received the appointment, for which due provision has been made in the budget.

Although well aware of the great caution which should be exercised in suggesting new sources of expenditure, which he takes credit to himself for having avoided in this budget, the Minister considers that it would be false economy in any way to hinder the active development of Indian resources by a policy of indifference with regard to public works.

The credits sanctioned in last year's estimates for new railways in Java, namely, from Probolinggo to Panaroekan, and from Batavia to Bantam, were at once turned to account. As to irrigation works those for the Solo Valley, which were mentioned in the last report, have only been recently commenced, and other plans are in course of preparation. It may be mentioned that since these estimates were passed a Bill has been introduced authorising an increase of the expenditure to the extent of 1,500,000 fl. (125,000*l.*) for the irrigation of the Solo Valley. The undertaking is a large one, and will require six or seven years for completion.

In concluding this part of his explanatory statement, the Minister states that he still attaches great importance to some arrangement being made defining clearly the relations between the finances of India and those of the Home Government, for a rational and economical management of Indian affairs depends, to a great extent, on such an arrangement, as is shown by a measure lately introduced with regard to Indian accounts ("comptabiliteits wet"). The result of this measure, to which allusion is made in the report on the finances of the Netherlands, would be the restitution of a sum of about 1,500,000 fl. (125,000*l.*), payable on account of the Auxiliary Squadron, which sum would have to be repaid to the Indian Government by a supplementary payment.

Necessity for clearly defining limits of Indian and Dutch expenditure.

The tables relating to the Indian accounts from 1867-91 inclusive, reserving a sum of 12,500,000 fl. (1,041,666*l.*) for the so-called administrative capital, indicate—

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
A deficit of about	32,906,000	2,742,167
To which must be added the deficit for 1892.. .. .	15,250,000	1,270,833
And also a further sum from the accounts of 1887	450,000	37,500
Total	48,606,000	4,050,500

This sum is about 3,449,000 fl. (287,416*l.*) in excess of the share

(amounting to 45,157,365 fl., 3,763,113*l.*) of the loan of 1883 granted for Indian affairs.

Provision has also been made for covering the deficit should it be necessary to do so by an increase of the Netherlands Floating Debt, a Bill having been brought in for the purpose.

Table I.—SHOWING Revenue and Expenditure during the Years 1887–93, and Excess of Receipts over Expenditure as regards Produce.

	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.
REVENUE.							
<i>a.</i> Receipts from produce (coffee, sugar, cinchona bark, tin, etc.) ..	56,448,240	35,815,865	45,573,375	48,674,919	25,503,994	29,205,483	36,207,386
<i>b.</i> Receipts in connection with the Departments of War and Marine ..	2,063,066	1,333,247	1,954,426	2,143,271	2,050,715	2,166,385	2,342,492
<i>c.</i> Receipts from other sources ..	84,839,437	83,941,005	81,804,381	86,212,240	88,528,615	88,227,845	90,545,020
Total..	143,350,743	121,690,117	132,332,182	137,030,430	116,083,324	119,599,713	129,094,898
Equivalent in sterling £	11,945,895	10,140,843	11,927,681	11,419,202	9,673,610	9,968,642	10,757,908
EXPENDITURE.							
<i>a.</i> Payments in connection with produce ..	14,184,108	17,614,509	18,177,429	10,336,571	12,815,278	14,873,470	16,177,829
<i>b.</i> Payments in connection with Departments of War and Marine ..	40,896,374	42,130,427	42,230,475	44,632,189	43,151,723	44,337,100	44,088,889
<i>c.</i> Harbour works at Batavia and construction of railways..	4,126,692	5,817,500	6,271,560	8,200,146	10,035,685	7,405,100	5,291,300
<i>d.</i> Other payments ..	58,689,000	62,796,297	62,453,744	65,103,114	65,539,802	71,486,284	71,730,040
Total..	117,896,174	128,348,733	129,133,208	128,271,970	131,542,488	138,101,954	131,288,058
Equivalent in sterling £	9,824,681	10,695,729	10,761,100	10,689,330	10,961,874	11,508,496	10,936,504
Excess of receipts over payments as regards produce ..	42,264,132	18,201,356	27,395,946	38,338,348	12,688,716	14,332,013	20,029,557
Equivalent in sterling £	3,522,011	1,516,779	2,282,995	3,194,862	1,057,393	1,194,334	1,669,129

Table II.—SHOWING Expenditure during the Years 1892–93.

Description.	Amount.			
	1893.	1892.	Increase.	Decrease.
	Florins.	Florins.	Florins.	Florins.
Government expenditure	1,132,930	1,153,730	..	20,750
Justice	5,496,102	5,560,831	..	64,729
Finance	17,681,402	17,739,304	..	57,902
Interior	35,551,893	34,664,594	887,299	..
Instruction, public work- ship and industry ..	13,412,675	12,481,693	930,982	..
Public works	25,951,217	28,020,602	..	2,069,385
War	29,277,677	28,956,832	320,845	..
Marine	8,734,112	9,524,368	..	790,256
Total	137,238,058	138,101,954	2,189,126	3,003,022
Equiv. in sterling £	11,436,504	11,508,496	178,260	250,251
Total decrease Fl.	..	..	..	863,896
Equiv. in sterling £	..	..	..	71,992

Estimates of
expenditure
explained.

The explanations relating to the first three chapters of the budget of expenditure are not of any general interest. The decrease in the estimates of the Department of Justice is accounted for by the transfer to another section of the budget of the sum for the maintenance of convicts who were employed in preparing the ground for the Ombilien coalfields. Without this transfer the estimate for this department would have been much higher. Reference is also made to a Commission appointed in 1892 to investigate facts and to make proposals for the improvement of the law relating to personal rights of both Europeans and natives in accordance with the requirements of the present day.

The expenditure on the purchase and transport of opium is estimated at 183,000 fl. (15,250*l.*) less than in the previous estimates, as the amount required is less and the prices are lower than had been expected. The steamships destined for the prevention of opium smuggling, for which a sum of 600,000 fl. (50,000*l.*) was provided in the estimates for 1892, are being built at Flushing, and will be delivered in May. Allusion is also made to the new regulations respecting leave of absence from India, which, except in cases of sickness, is now for civilians 1 year's leave after 10 years' service. Sick leave is regulated according to the medical certificate, but is never to exceed three years. The regulations with regard to officers are to remain unchanged.

Increased
expenditure
on articles
sent out to
India.

Among the more important items in the list of goods sent out to Netherlands-India, showing the difference between the expenditure incurred on them in 1893 as compared with 1892, may be mentioned:—

Description.	Amount.	
	1893.	1892.
	Florins.	Florins.
Levantine opium	604,000	656,030
The two before-mentioned steam-ships	570,000	600,000
Coffee sacks	190,000	30,000
The dock at Tandjong Priok ..	450,000	630,000
Articles necessary for public works	564,000	358,000
Material for railways	1,797,500	2,378,000
War material	2,456,000	2,190,000
Coal	40,000	330,000
Naval stores, &c.	536,000	250,000

The section relating to inland affairs deals chiefly with coffee. The changes which have taken place since the introduction of the budget in consequence of the unexpected amount of produce brought into the market render it unnecessary to follow the Minister through all the calculations on which the estimates were based, but it may be mentioned that the reason why the price paid by the Government for coffee in Menado, a district in the Celebes, under Government cultivation, has been raised from 15 fl. to 25 fl., is the unsatisfactory condition of that district, with regard to which a Commission had reported that an improvement could only be looked for from a uniform rise in the purchasing price.

Department
of the
Interior.

The important influence exercised on the Netherlands-Indian Budget by the coffee crop in Java, on which it depends for several millions, is clearly shown by the large portion of the financial statement devoted to it, and is especially insisted on by the Governor-General.

Importance of
coffee crop.

According to the budget of 1892, the amount of the contribution required from coffee to cover the expenditure on railway construction, harbour works in Batavia, and irrigation works was about 14,750,000 fl. (1,229,166*l.*), and the amount yielded by Sumatra and Menado coffee was estimated at about 3,000,000 fl. (250,000*l.*).

The figures in the budget for 1893 are, for the whole yield, 15,750,000 fl. (1,312,500*l.*), and 3,200,000 fl. (266,666*l.*) from Sumatra and Menado. For the preceding years, of which the results are known—that is, from 1884 to 1891—the average yearly sums derived from coffee and the now abandoned cultivation of sugar on Government plantations, which were applied to the carrying out of the extraordinary works before mentioned, amounted to 12,700,000 fl. (1,058,333*l.*), while 2,900,000 fl. (241,666*l.*) was obtained from the other districts, the entire average revenue from sugar and coffee during that period amounting to 19,700,000 fl. (1,641,666*l.*).

An important point which has to be considered is the remarkable decrease in the average returns of produce from coffee

Decrease in
returns
during recent
years.

plantations under Government during recent years, although it is almost compensated for by higher selling prices, whereas during the quinquennial periods 1877-81, and 1882-86, the average amount of coffee annually delivered up to the Government in Java often amounted to 900,000 piculs; in the last 5 years the average amount has dwindled to about 375,000 piculs. The two main causes to which this diminution is ascribed are (1) a disease of the coffee plant, the nature of which has not yet been clearly ascertained, *i.e.*, whether or not it is of a transitory nature; (2) the increasing scarcity of land available for the cultivation of coffee within reasonable distance of the villages, as is shown by the fact that between 1882 and 1890 the number of families occupied in coffee cultivation has dwindled from 721,944 to 323,721.

Importance to
the revenue of
small profits.

Apart from the disquieting light thrown by these statistics on the financial situation, it is also considered unsatisfactory from another point of view. It is positively asserted by the Indian Council that the abandonment of those coffee plantations whose yield is very small would result in a disproportionately large reduction of the receipts from coffee cultivation, showing that the existing system of coffee cultivation does not for a large proportion of the planters fulfil the condition laid down by the State, according to which, with the same expenditure of labour, the Government plantations should be at least as profitable as those under free cultivation.

Various
objections to
present
system.
Fixed price.

The Minister next proceeds to show the difficulties caused by the fixing of an arbitrary uniform price for coffee, whether grown on the Crown lands or on private property, *viz.*, 15 fl. per picul.* As both the suitability of the ground to coffee-growing and the conditions of labour vary throughout Java, a fixed price below the market value must inevitably press unfairly on some growers, and render cultivation unprofitable in some parts of the island, where a land tax in proportion to the net produce might have had an opposite effect. Furthermore, in cases where the harvest does make such a price remunerative, it is a question whether less labour might not have been employed with advantage than has hitherto been the case, for it is a generally accepted maxim in agricultural matters that when a certain point is reached the application of additional labour and capital does not lead to a proportionate increase of production. In coffee cultivation, moreover, there is the special condition that the quantity and quality of the crop depend to no small extent upon the time and care bestowed upon the gathering of the fruit, and it furthermore depends upon the price obtained how far this time and trouble are remunerative.

The plant
reaches
maturity in
fourth year.

Another difficulty made very evident by the report of the Commission is the fact that as the coffee plant only comes into bearing in its fourth year, the capital and labour expended are meanwhile unproductive, a state of things rendered particularly unsatisfactory in the case of the native, who is usually entirely destitute of capital or ready money, and consequently has to borrow, if possible. To assist this class it has for some years been

* A picul equals 133 lbs. avoirdupois.

the practice of the Government to give special advantages for the growth of "intermediate" crops, *i.e.*, crops grown between the rows of coffee plants; but this system has again certain disadvantages. The fact that land suitable for coffee cultivation is no longer to be found in the neighbourhood of the villages causes the crop to be looked upon as an auxiliary one where the cultivator has other resources to depend upon. During the 4 years that a planter derives no income from his coffee he devotes his attention to the cultivation of indigenous crops, and ends by regarding these as his principal source of income, the coffee being entirely subsidiary. So that a man may plant as few as 50 trees annually, thus leaving himself ample time to grow other crops. The case of the free coffee farmer is entirely different; he plants not by tens, but by hundreds and thousands. Coffee planting is his principal business, occupying all his time and resources. To work any coffee plantations of importance he must either have large means or good credit to tide him over the 4 years of waiting for the first full coffee harvest.

System of intermediate crops—
"Tusschen-
gewassen."

A hardship in the case of the native planter under Government, mentioned in the Indian reports, is that he bears all risks, so that should any planting that he may have undertaken by superior orders fail, then all his labour is lost. According to a witness well able to judge of practical results, losses seldom become apparent, because, as yet, they only affect the native population. Such cases may no doubt be alleviated by the before-mentioned facilities for growing "intermediate" crops.

Undue risk incurred by native planters.

A fourth charge against the present system of coffee cultivation is that it is imperfect. Although there is some diversity of opinion as to details, the most advanced experts agree that great errors are committed in an agricultural sense, which have resulted in a great deal of unproductive labour from the agriculturist. The soil becomes exhausted and nothing is done to restore its fertility, while in clearing ground for coffee cultivation no allowance is made for the requirements of climate and rainfall.

Faulty methods of cultivation.

The Minister proceeds to discuss the various proposals which have been made for improving the existing state of affairs.

The majority of the Commission, while acknowledging the objections to a uniform price, say that there is practically no way of escaping it. All proposals made in a contrary sense must, in their opinion, fail when confronted with difficulties which they consider insuperable. They therefore confine their recommendation to raising the price of coffee from 15 fl. to 20 fl., in addition to giving the planters other advantages, such as facilities for growing "intermediate" crops, and advances on the security of the harvest for the current year. The choice of land and the system of cultivation to be left practically free, and after five years all compulsory planting to be abolished.

Remedy suggested by majority of Commission.

The scheme proposed by the minority is entirely different. For purposes of revenue they are willing to substitute a system of State undertakings which can be worked with free labourers, for the present system of cultivation by the Government, the popula-

Suggestion of minority.

tion to be released from all obligatory service with regard to the cultivation and delivery of coffee, which they shall have the opportunity of cultivating on the same footing as other produce, and the charges on the soil to be remitted.

The State undertakings should commence with the compulsory plantings as they at present exist, in which the cultivators are acknowledged to have no right beyond the "plukrecht," or right of gathering the fruit, and be extended gradually to the more distant parts of the State domain.

Counter
proposals by
advisers of
Indian
Government.

Neither of these propositions was favourably received by the advisers of the Indian Government, by whom proposals were brought forward, of which the following may be taken as a basis:—

They consider that coffee cultivation on its present lines might be made remunerative by granting a subvention to the planters in addition to the purchasing price, and the remission of taxes on intermediate crops in cases where they are insufficient to cover the cost of labour, &c.

One plan much advocated by the Director of Inland Affairs and approved by the Governor-General is to concentrate the area of Government cultivation to certain districts (complexen), so that they may no longer impede the development of free industry. The choice of districts to be fixed after a careful survey below a certain line, above which for hydrographic and meteorological reasons the forests should not be interfered with, so that every advantage may be given for carrying on the cultivation of coffee in such a manner as to secure as high and equal a rate of production as possible in proportion to the extent and quality of the land available. The extent of land suitable for coffee crops being, however, limited, no success can be attained if the exhausted soil is not planted at the proper time with quick-growing, mould-forming shrubs, therefore in marking out districts simultaneous arrangements must be made for land destined for future cultivation. On some of these lands replanting with shrubs should precede the cultivation of coffee, and in some cases it should follow it. In both, however, wood and coffee cultivation should alternate with regularity.

On the before-named "complexen" efforts should be made with the assistance of the subvention to induce the native planters to raise a fixed compulsory supply of coffee. Those on the old Government lands who decline to enter into such agreements must continue planting, receiving only the purchasing price. Outside these districts (complexen) the compulsory planting of coffee should be abolished. Those gardens which have been laid out and arranged under Government supervision should, however, be kept in cultivation as long as possible, the price of the coffee raised on these and on the free plantations to remain at 15 fl. per picul.

Recommendations of
Indian
Council.

The Indian Government does not consider this project as regards districts feasible, although it desires to see the system of granting subventions in money on farms under Government introduced universally, even at the cost of lowering the purchasing price to

13 fl. or 14 fl. per picul, against which there are weighty objections.

The subvention should also be granted to anyone who will plant coffee voluntarily on land and according to a system approved by the authorities. The native preferring to plant according to his own system should be free to do so, however, on the old terms.

Where pecuniary assistance cannot be given with advantage to the Treasury the Council desire to see compulsory coffee cultivation abandoned.

If the cultivation of coffee is to be adopted as a national industry the Council are of opinion that Government cultivation should be gradually restricted, and free cultivation on a larger scale encouraged, a measure which would not only increase the revenue by producing a directly taxable commodity but appreciably advance the welfare of the people.

As a beginning the Council would like to see the principle adopted of relinquishing the system of compulsory supply, wherever it can be done without very great difficulty or increase of police precautions.

The Governor-General considers that the general adoption of this principle would require serious consideration, but thinks the monopoly might be given up by way of experiment in certain districts, such as Bantam and Japara, where but few Government plantations exist.

Finally, the opinion appears to prevail almost unanimously amongst the before-mentioned authorities that coffee cultivation should be controlled by the Department of Woods and Forests. A great drawback to the success of coffee cultivation has hitherto been a want of technical knowledge on the part of the Government inspectors, and the Director of Plantations at Buitenzorg considers the assistance of experts increasingly necessary. The head of the Department of Forests would, not only by his education and experience possess the necessary knowledge, but it would be a distinct advantage to both departments that their often conflicting claims and requirements should be entrusted to the same hands.

Advantages of placing superintendence of coffee cultivation under Department of Woods and Forests.

The minister considers that the Netherlands Government is not in possession of sufficiently accurate information to make a choice amongst these various opinions and suggestions. Enquiries are made and mistakes pointed out in the working of Government plantations, but there are not sufficient data to show whether the so-called "Monosceko" gardens succeed better. Some people, such as the Resident of Pasoeran, maintain that the native possesses remarkable capabilities as an agriculturist and nurseryman; but, on the other hand, there is evidence that the manner in which he cultivates rice is extremely primitive and bad, and that trees and plants are so often overcrowded in his garden that the produce is worthless. The same uncertainty prevails as to how far the Monosceko gardens which comprise more than half the land occupied by natives are worked by them independently and

Conclusions drawn by Colonial Minister from foregoing suggestions.

afford a means of livelihood, and how far by a class of planters with sufficient capital at command to allow of their extending their field of operations.

Uncertainty
as to facts.

It would be necessary to have accurate information on these points in order to trace all the results of State interference with the cultivation of coffee, and to form an opinion as to how far it should be extended or restricted.

With reference to the proposal of the Director of Inland Affairs that, while abolishing forced labour, the Government should maintain the control and preparation of the land for coffee cultivation, though it has certain obvious advantages—to the planter, in giving him facilities for the transport of the berry in its raw state, and to the Treasury, in ensuring a good system of cultivation and punctual delivery of the produce—the necessary statistics are wanting to enable an adequate judgment to be formed of the practicability of these schemes.

It is further asserted by the Director of Inland Affairs that the statistics relating to the amount of land available for coffee cultivation are unreliable, and the extent to which Government cultivation is successful or the contrary is a matter of pure conjecture.

Various
proposals
discussed.

As regards the proposal of the majority it is very difficult to ascertain what would be the practical result of raising the price of coffee to 20 fl. per picul, some affirming that it would still prove inadequate in bad seasons though unduly advantageous to the more flourishing plantations in good ones.

The proposal to abolish compulsory planting at the end of 5 years also leaves an element of uncertainty as to the future of coffee cultivators.

It is equally impossible to come to any conclusion as to the probable results of the proposal of the minority with regard to State undertakings, and the "complexen" suggested by the Director of Inland Affairs, as long as so little is known of the amount of land available, the state of the Government plantations to be taken over, the general conditions of working, and the price likely to be obtained.

Further, as to the re-planting pronounced so necessary for restoring the land to renewed fitness for coffee cultivation, no evidence is forthcoming as to the length of time required for this object; it has been stated that a length of time, more approaching 100 years than twenty or thirty years, would be necessary, and this opinion is corroborated by European experts who have been consulted. Apart from the difficulties in the way of carrying out the project, it is also questioned whether re-timbering would fulfil the expectations based upon it.

Against the granting of a subvention so urgently desired by the Indian Council much may also be urged, and it would be almost impossible, as they suggest, to lower the existing price of coffee.

Although the Colonial Minister does not see his way to immediate action, he is quite ready to admit that matters cannot be allowed to remain as they are.

However, little is clearly known of the grievances of the coffee planters, the fact of their existence remains, and has been the object of the enquiry which has lasted four years. He recalls the uncontested assertion of the Indian Council, above quoted, that the revenue from coffee planting would be seriously affected by the abandonment of all unremunerative coffee plantations. These lands, however, must fall out of cultivation unless the planting can be made more profitable. According to all Indian authorities a subvention for initial expenses is the only way of affecting this object. The means for carrying it out must be provided by the Indian Government. It is proposed to insert an item in the budget for this purpose, and the question is what the amount should be. Uncertainty prevails as to the portion of land under cultivation to which this remedy could be usefully applied, and accurate information on the point is undoubtedly necessary before fixing a sum. Further, the amount of assistance to be given in individual cases has to be determined, and the principles upon which it should be given or withheld. The sum of 1,500,000 fl. (125,000*l.*) has been mentioned on the authority of the Director of Inland Affairs and the Governor-General as approximately the total sum required, including the payment of a staff of officials to apply the regulation.

It is proposed to give the Government the disposal of the sum, all details being left for the present unreservedly in the hands of the Governor-General. Whether the necessary staff of officials for the work already exists is not known, but at any rate until the organisation of the new system is sufficiently complete to lay before the States-General only a temporary staff can be employed.

It is hoped that if the expectations of the Indian advisers are not entirely illusory this measure may throw new light on the compulsory cultivation of coffee, and at the same time fresh information may be obtained for future guidance as to the course to be pursued.

With reference to this point it is thought that the compulsory delivery of coffee might be remitted in certain districts under special conditions without prejudice to the Government monopoly elsewhere. Coffee is, if not the only, at all events the most important and profitable product which the native in the mountain districts can bring to the market without help from foreign capital and knowledge. To deprive him of this means of gaining a livelihood, except where it is absolutely necessary for the existing system of cultivation to do so, would be unjustifiable.

The proposals of amalgamating the Departments of Coffee Cultivation and Forests under one head inspector deserves consideration, but it would be unreasonable to expect the same results from such an administration as might be obtained by a properly organised European company. The goodwill and co-operation of the natives is also absolutely necessary to any efficient control, and if it be true that the Monoseeko planter can work at a profit when left to his own resources it would be a retrograde step to deprive him of all independent action. Even

for a control, however, in this restricted sense it is evident that where production is concerned it should be entrusted to men who are acquainted with the soil and vegetation, as more likely to succeed than those who are without this thorough knowledge. Uncertain as it may be whether the project of the Director of Inland Affairs as regards "complexen" can be realised, no one will deny that it is desirable to aim at concentration in all schemes for the future, and for the working out of such schemes technical education is indispensable. It is but too evident how little way can be made without its assistance in another direction, namely, the collecting of statistics necessary for forming a rational plan of action.

Inspectorship
of forests and
coffee
cultivation.

If amongst the officials connected with the forests the requisite technical knowledge could be found, there is much to be said in favour of entrusting the cultivation of coffee to them, as the requirements of climate and rainfall, of which they have ample experience, are identical for both forms of cultivation. The Colonial Minister agrees with the view of the Indian Government that the technical official to whom the care of both is entrusted should, as regards coffee cultivation, occupy merely the position of a competent adviser supervising the progress of the culture and the administration connected with it.

The rights of the native population bound up with this culture, and the responsibility of watching over them should rest with the Director of Inland Affairs. The Minister sees no reason, however, why the title of Chief Inspector, corresponding with the importance of his task, should be withheld from the official charged with the supervision of forests and coffee plantations.

Great care should be taken in the choice of a person duly qualified to fill an office upon which so much depends. It is upon these grounds that the Minister intends, with the concurrence of the Governor-General, to insert a clause in the estimates for 1893 arranging conditionally for a Head Inspector of forests and coffee cultivation, and for an assistant inspector, with salaries respectively of 1,250 fl. per month, to be increased, after 2 years, to 1,500 fl., and 750 fl., increasing 50 fl. (4l. 3s. 4d.) per month after 2 years.

Coffee
cultivation on
west coast of
Sumatra.

The Government coffee cultivation on the west coast of Sumatra is in a somewhat different position.

In that district it represents the only direct taxation of the native population flowing into the Treasury. The abandonment of a source of revenue without providing an equivalent in the region itself would be an injustice to the other parts of the Indian territory, for the west coast of Sumatra, although in a prosperous condition, bears less than its proportionate share in the expenses of Indian administration. A remedy is sought for by the Governor-General and the Indian Council in the introduction of taxation per head, which should reach those who are not subject to the system of Government cultivation.

But although some measure of this kind is considered highly desirable, it is the opinion of the Governor-General and the

Council that a previous understanding with the chiefs and the population is absolutely necessary. Plans and reports have been asked for, but until they are obtained, and have been considered, the present system will remain unaltered.

The payments out of the surplus of the poll tax levied on the native population in lieu of feudal service is less by 100,000 fl. (8,333*l.*) than in former years, but the outgoings for 1893 are estimated at 100,000 fl. higher, an increase of which more than half has reference to a proposed raising of the tax in the district of Pasöeran.

Tax paid in lieu of feudal service.

In some districts where an increase was proposed it appears that the condition of the population does not permit the amount of the tax to be increased, so that the original payment of 1 fl. per head is all that can be expected from them, but from reports which have been received from Pasöeran it appears that there the entire system of compulsory service might be converted into money payments, with the exception of the necessary works on dams, waterways, dykes, and irrigation, but that for such conversion of labour the money payment would have to be raised to 3 fl. 32 c. per head. There is, however, a danger lest a too sudden change might occasion great difficulties. The Indian Government, therefore, propose to diminish gradually the remaining categories of compulsory service, with a corresponding increase of money payments. The actual provision is to raise the money payment from 1 fl. to 1 fl. 50 c., with the result that the sum contributed by the 127,000 persons liable to service will amount to 190,500 fl., or, after deducting 8 per cent. for expenses of collection, to 175,260 fl. This sum will be devoted to certain works of public importance, connected principally with the maintenance of roads, bridges, and dykes, which have hitherto been carried out by personal service.

An indication of Dutch policy towards the native feudatory princes is shown by an item inserted in the budget granting an indemnity of 68,000 fl. (5,666*l.*) to the Sultan of Siak on the east coast of Sumatra for the right to levy the taxes in his possessions, thus putting an end to the arrangement entered into in 1858, by which that potentate continued to exercise the right which the Dutch Government practically farmed out to him for 59,000 dol.

Extension of rights over native territories.

The sources of revenue over which they now obtain direct control are opium, Chinese gambling houses, licenses for slaughter houses, sale of spirits, &c. It is confidently expected that this measure will lead to the introduction of European capital and improvements, and will thus strengthen the hands of the Government by removing the uncertainty and confusion which at present characterise the native Administration. The measure is also of considerable financial importance, as it is expected that whereas the annual sum of 68,000 fl. (5,666*l.*) is granted to the Sultan in return for this attribute of sovereignty, the proceeds of the taxation, when administered by Europeans, will amount to at least 100,000 fl. (8,333*l.*)

Under the heading of public instruction, worship, and Education.

industry a considerable amount of information is given, of which the following is a summary. The estimated expenditure on public instruction is as follows:—

Description.	Amount.	
	Currency.	Sterling.
	Florins.	£
For Europeans	2,191,175	182,598
„ natives.. .. .	1,267,382	105,615

This expenditure represents an increase of 46,845 fl. (3,903*l.*) as regards European, and of 125,552 fl. (10,462*l.*) for native education. The increase is mainly on account of—

1. A re-organisation of native instruction.
2. The institution of a normal school for native teachers in central Java.
3. For making one or more of the schools for sons of chiefs and other natives of importance available for the education of native officials.
4. For subsidising an industrial school for natives.

The measure passed in 1871 has had the satisfactory result of calling into existence a number of normal schools, so that by degrees a body of well-instructed native teachers has been formed, which led to the founding of a number of schools for the native population. The time has now arrived, however, when a re-organisation appears to be necessary. An essential fault in the existing system is that all persons who on leaving a normal school are qualified to become teachers desire to found new schools, without sufficient regard to the locality fixed on or to the population which they are intended to benefit. Another fault is that they did not fulfil the purpose for which they were instituted in giving a suitable but distinct education to the higher and lower classes of natives. The former consequently generally come to schools intended for Europeans, while for the latter the education was found to be too advanced, so that they seldom rose above the lowest forms, in addition to which the system of inspection has been found to be too lax.

The new regulations provide for two categories of open native schools. In those of the first class, which are to be set up in centres of trade and commerce, and in places determined by the Governor-General, the course of instruction is to include reading and writing in the vernacular dialect and in Malay, with both native and Latin characters; the four rules of arithmetic; geography of Netherlands-India; the history of the district or island; the rudiments of natural history; drawing; and the elements of land-surveying. In the schools of the second class, which are on a very elementary footing, instruction may be given by those who have not been educated at a normal school.

For purposes of school inspection, Netherlands-India will be divided into five districts, each with an inspector and an assistant-inspector. Their districts correspond roughly with the five most important normal schools. Once a year they meet in order to exchange views, and to draw up any necessary representations to the Government.

It is anticipated that by the introduction of the new system an economy will be effected of 64,186 fl. (5,348*l.*), the total expenditure having hitherto amounted to 767,386 fl. (63,948*l.*), whereas the estimated expenditure on the new system will be 703,200 fl. (58,600*l.*), calculated as follows :—

Description.	Amount per Annum.	
	Currency.	Sterling.
	Florins.	£
200 schools of the 1st class	432,000	36,000
300 „ „ 2nd „	187,200	15,600
5 inspectors and 5 assistant inspectors ..	80,000	7,000
Total	703,200	58,600

There is a slight increase in the estimates of the War Department of 320,845 fl. (26,737*l.*), the sums voted in 1893 and 1892 having been respectively 29,277,677 fl. (2,439,806*l.*) and 28,956,832 fl. (2,413,069*l.*). This increase is mainly on account of stores and provisions. Without going into details with regard to a proposed re-organisation of the Indian Army, it may be pointed out that it has long been evident that a strengthening of the army in Netherlands-India had become necessary for the maintenance of the Dutch authority in their colonial possessions, not only by an increase in the numerical strength, which has for some years been affected temporarily by the enrolment of 4,000 natives and inhabitants of Amboina, but also by a better organisation of the infantry forces. As such a re-organisation would entail a greatly increased expenditure, the Minister has been obliged to effect economies wherever practicable. When it is shown that the expenditure per head (officers and men included) had increased during the period between 1856 and 1872 (the commencement of the war with Atcheen) from 660 fl. (55*l.*) to 775 fl. (64*l.*), and that in 1890 it had increased to 996 fl. (83*l.*), an increase of 50 per cent. since 1856, the necessity of guarding against any increase of expenditure becomes evident.

The advantage of the new formation is stated to consist in the increased power given to the field battalions, which gives a numerical increase of 3,300 men. The number of these corps is fixed at 18; composed as follows:—4 battalions, each composed of the staff, 1 European and 3 Amboinese companies; 5 battalions, each composed of the staff, 1 European and 3 Amboinese com-

Estimates of
the War
Department.

panies; 9 battalions, each composed of the staff, 1 European and 3 native companies; the entire force to consist of 328 officers and 13,579 soldiers, among them 2,040 inhabitants of Amboina and 6,438 natives.

Naval
estimates.

The increase in the estimates of the Naval Department incurred for sending out stores and completing the equipment of magazines, amounting to 286,000 fl. (23,833%), is more than counterbalanced by a saving of expenditure amounting to 760,000 fl. (63,333%) in the building of new ships.

Of the two ships of the "Goldfinch" type, for which provision was made in last year's estimates, one is in course of construction by the firm of J. G. Thomson, of Glasgow, but the building of the second ship, in consideration of the probable introduction of a new navigation law with regard to Atcheen, is for the time being suspended. The entire sum of 200,000 fl., moreover, which was included in the estimates for 1892 for the building of a river steamer, will not be required, as, on further consideration, it has been decided to build the hull of the vessel at Soerabaija, the boiler and machinery being sent out.

Revenue.

In
Netherlands.

The Indian revenue is, according to the usual practice, dealt with under two heads, viz., revenue raised in the Netherlands and that raised in the colonies.

Sale of coffe.

The more important sources of revenue in the Netherlands are the sale of coffee, which was estimated at 395,000 piculs, or 160,000 piculs more than in 1892, and the price of which has been fixed after consultation with the Dutch trading company, at 57 c. per $\frac{1}{2}$ kilo.

Cinchona
bark.

The amount of cinchona bark which will be brought into the market is estimated at 300,000 kilos. for 1892, the price being estimated at 30 c. per $\frac{1}{2}$ kilo.

Banka tin

The amount of Banka tin for sale is estimated at 90,000 piculs, which is 10,000 piculs less than in 1892, the price remaining the same—50 fl. per 50 kilos.

Billiton tin.

The amount of Billiton tin for sale is reckoned at 3,300 piculs, the price being calculated at 49 fl. per 50 kilos., but the share which the State is now to enjoy in the profits from the Billiton Company are uncertain, as the results of the smelting cannot be ascertained till much later in the year, so that, as before mentioned, it is not included in the accounts for the year.

Miscellaneous.

The remaining sources of revenue in the Netherlands comprise various repayments from the Netherlands-India Railway Company, receipts from the Department of Marine, and a share of the surplus of 1887.

Revenue in
India.

Among the more important sources of revenue in India itself are—

Sources
farmed out:
Opium.

1. The revenue from the farming out of the opium monopoly, which in 1892 brought in a considerable increase. The estimate, however, is based on an average between the years 1891-92; it amounts to 14,769,000 fl. (1,230,750%). The other sources of revenue farmed out are very miscellaneous, comprising licenses for slaughter-houses, Chinese gambling houses, the retailing of

arack and other spirits, the right to gather edible birds-nests, pawn-brokers' shops, which are estimated to bring in a revenue of 723,000 fl. (60,250%) considerably lower than last year, owing, it is said, to the new regulations lately enforced, and saw-mills.

The import and export duties are estimated to yield respectively 8,416,000 fl. (701,333%), and 1,014,000 fl. (84,500%), besides ^{Import and} export dues. which the excise, the lease of warehouses, and miscellaneous receipts yield respectively 2,143,000 fl. (178,583%), 45,000 fl. (3,750%), and 38,000 fl. (3,166%).

Harbour and anchorage dues yield 266,000 fl. (22,166%), the ^{Miscellaneous} tax on licenses for trades and professions, 918,000 fl. (76,500%); ^{local taxes.} taxes on spice gardens in the Banda Islands, 1,828,000 fl. (152,333%); stamp dues, 1,118,000 fl. (93,166%). The tax on business undertakings produces 2,640,000 fl. (220,000%), in addition to which a large number of local taxes are included in the estimates for the Finance Department.

The revenue raised from the sources administered by the De- ^{Tax in lieu of} partment of the Interior include sums paid in lieu of personal ^{personal} service, with the exception of the district of Batavia, amount to 2,801,000 fl. (233,416%), which is 45,000 fl. (3,750%) higher than last year, owing to the intended increase of the tax in Pasoeran. Land rents bring in 15,500,000 fl. (1,291,666%).

The bulk of the coffee grown in Netherlands-India is sold in ^{Coffee sold in} Holland, but about 100,000 piculs is sold in Java, and about ^{Java.} 69,000 piculs on the west coast of Sumatra, the revenue yielded being respectively 4,874,000 fl. (406,166%), and 447,500 fl. (37,300%).

The income from tin is given as 478,800 fl. (39,900%), that ^{Tin.} from coal at 631,800 fl. (52,650%), the estimated yield from the Ombilien coalfields being 50,000 tons, used principally for railways and steamships, the price being fixed at 13 fl. (1*l.* 1*s.* 8*d.*) per ton.

The sale of salt amounts to 8,255,000 fl. (688,000%), an increase ^{Salt.} of 155,000 fl. (12,916%), in consequence of new regulations by which the burden of the salt monopoly will be equally distributed.

In the estimates for the department of public works the principal revenue is expected from the postal service, telegraphs, and railways.

There is practically no allusion to the war in Atcheen in the ^{Affairs in} estimates relating to the War Department, but in the colonial ^{Atcheen.} report which appeared about the same time there are full details respecting the state of affairs in that part of Sumatra which has been the cause of much anxiety to the Netherlands Government since the outbreak of the war in 1873, which has been a constant drain on the finances of Netherlands-India. The blockade which has latterly taken the place of active hostilities is still maintained, but in general no change has taken place in the political situation of the island. Although the outposts were frequently attacked, and tramways and small bodies of men fired upon, little damage was inflicted. Night attacks were also made (1485)

on the mounted police, which occasionally resulted in some losses, although the police always maintained their position. Owing to their exertions the injuries to telephone wires were put a stop to, as also the raiding of cattle within the Dutch lines. Better control is exercised over the distribution of firearms among the natives, and every endeavour is being made to conciliate them by kindness and consideration. The blockade, however, being only on the south and west coasts, and goods being brought into the blockaded districts from the east coast, the question has been raised of extending the blockade, but it has been thought preferable to prepare a new shipping regulation for that coast to be extended later to the northern and western coasts by which certain ports are to be opened to general trade, while communication between those places and others on the coast should be carried on by means of native vessels, by which means Dutch supremacy would be maintained, and the opportunity given to well-disposed inhabitants for developing their trade. The necessary steps are now being taken by officials on the spot to ascertain how far such a plan is practicable.

New Guinea.

The information contained in the colonial report respecting New Guinea has been supplemented by later information relating to the Tugeri tribe, whose incursions into British territory have become the subject of communication between the two Governments. A considerable portion of the report is taken up with a description of a journey taken by a Government official to ascertain the districts inhabited by this tribe. The point does not appear to have been satisfactorily cleared up, but a Dutch man-of-war has now been sent to the coast, where she will be met by an English vessel of war, in order to make further investigations. It appears, moreover, that the coast is not entirely free from piracy.

Since the opening of the new steamboat service an increase of exports to New Guinea may be traced as regards the northern and western coasts, representing an increase of 200,000 fl. (16,666%), whereas goods to the value of 165,000 fl. (13,750%) were taken to Ternate from New Guinea, of which birds' skins alone represented 125,000 fl. (10,416%). Although there was an increase both of imports and exports in 1891, as compared with the previous year, the commercial situation is not described as being satisfactory, which is ascribed to the great competition of Macassar, Banda, and Amboina, and to the diminished prices now obtained in the European markets for the produce of forests and to the fact that the trade in birds' skins from New Guinea, which was formerly in the hands of a few traders of Ternate, is now shared by the English and German colonists.

Traffic is now carried on by steamers of the Netherlands Royal Mail Company by English steamers belonging to a Chinese trader at Singapore and by two steamers of the Ocean Steamship Company sailing under the English flag.

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1893.
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NETHERLANDS.

REPORT FOR THE YEAR 1892
ON THE
TRADE, &c., OF JAVA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1029.

*Presented to both Houses of Parliament by Command of Her Majesty,
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NETHERLANDS.

BATAVIA.

Consul Lankester to the Earl of Rosebery.

My Lord, *Batavia, March 9, 1893.*
 I HAVE the honour to hand your Lordship herewith my
 Report on the Trade, Commerce, and General Matters relating
 to the Island of Java for the year 1892.
 I have, &c.
 (Signed) S. R. LANKESTER.

Report on the Trade and Commerce of Java for the Year 1892.

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Introductory. Generally speaking the year 1892 has been a fairly prosperous one from an agricultural point of view, crops of most export products having been normal ones, and in the case of some articles, such as tea and tobacco, considerably above the average, whilst prices, except for tea, ranged on about the same level as during the preceding year.

Importers have also reason to be satisfied with the results of the year's business, demand having been good and money plentiful, while the general advance in prices of manufactures in Europe prevented excessive shipments during the closing months of the year, thereby imparting a healthy tone to the market.

Exports.

Sugar. As mentioned in my last report, the weather during the planting season, May to September, 1891, was anything but favourable, and although the cane in most parts of the Island recovered in great measure from the effects of the drought, thanks to the rains during the early months of 1892, the quality of the juice, especially in East Java, seems to have suffered, thereby increasing the cost of extracting the sugar. Very little was heard in West and Middle Java of the once formidable sereh disease, and even in the eastern districts where it still continues more or less prevalent, it has not spread to any alarming extent, nor is it expected to influence much the prospects of the coming crop.

Mr. Vice-Consul Warren writes, that although scientific enquiry into the origin or cause and manner of spreading of the sereh sickness has not yet led to any practical result, progress has been made in the scientific application of manures from which satisfactory results are hopefully anticipated.

The more enterprising among the planters have continued their efforts to keep abreast of the times by the introduction of the newest appliances for simplifying and perfecting the manufacture of sugar, and sundry minor improvements are being made year by year in the method of treating the cane.

Prices opened on about the same level as in the previous campaign, but were even better maintained, so that the average rates obtained by planters were higher than in the preceding year. The total production exceeded that of 1891 by about 16,000 tons, about 6,000 tons of which increase is due to the out-turn of several new estates started in East and Middle Java.

Up to December 31 the exports of the 1892 crop were:—

Country.	Quantity.	
	1892.	1891.
	Tons.	Tons.
To Europe	117,548	149,900
Australia	40,800	42,594
China	52,213	64,227
America	89,792	51,039
Sundries	17,162	10,317
Total	317,515	318,077

The prospects for the coming sugar crop are satisfactory, and by the end of 1892 more than half the estimated production had already found buyers, at rates showing a considerable advance on those ruling for the crop just harvested. For a considerable proportion of the sugars sold, the buyers have stipulated the option of taking delivery in an assortment suitable for the United States, which fact points to the probability of a good demand from that quarter during 1893.

No final decision has yet been come to by Government as to the form the tax shall take, which is intended ultimately to supersede the export duty on sugar. As a provisional measure, however, a tax has been imposed, to be levied first, during 1893, on all sugar estates not producing sugar exclusively for consumption in the country.

Each estate will be taxed in proportion to the average income which has been derived therefrom during the three preceding years, and the total sum annually levied will be equivalent to the amount which the Treasury would have received on an average for export duty during the three preceding years had the latter form of taxation not been suspended.

The crop of the past year on private estates did not quite come up to expectations as many of the low-lying lands suffered from drought, but on the whole was a satisfactory one, and with the high prices ruling at home must have given good results to planters. Prospects for next year, owing to heavy rains in August-November, which prevented the blossom from setting, are unfavourable, the crop will be one of the smallest on record, but the plantations in general look very well, the rains having brought the trees forward, and after the present rest they should bear well in 1893-94.

The estimates published of the Government crop in the early part of the year were largely exceeded, the out-turn having been about 42,000 tons, of which quantity it is understood that about 12,000 tons will be retained for shipment in 1893.

For the coming year the yield of Government coffee is estimated at not more than 9,000 tons. Annexed Tables 2 and 3 show the prices obtained at auction for the Java and Padang Government produce sold in the colony.

- Tea.** Statistics show an increase of from about 6,000,000 lbs. in 1891 to 9,000,000 lbs. in 1892, but prices in Europe ruled on such a comparatively low level that planters will hardly have been compensated even by the extremely heavy crops obtained.
- Tobacco.** The production was exceedingly large, especially of scrubs as usually produced by the natives, with the exception of the Bezoekie Residency, where the crop being a late one, was almost ruined by heavy rain. The quality was fairly good and prices ruled much the same as the preceding year.
- Rice.** In consequence of the drought in 1891 the crop, although it eventually turned out a large one in East Java, was much retarded, and imports took place on a large scale during the early months of the year, especially in Mid Java.
- The harvest was, however, abundant in the east of the Island, and the natives in that part of the country had so little need to work that labour could only be procured with difficulty in June, July, and August for sugar and coffee estates.
- The exports, which concern principally West Java, showed a considerable decrease as compared with 1891, having only amounted to 18,895 tons.
- Cocoa.** A larger area is gradually coming under cultivation, but in consequence of less propitious weather last year's production was rather smaller than during the previous 12 months.
- Prices in the European markets, however, were somewhat higher, and planters were thus partly compensated for the smallness of the crop.
- Indigo.** Those interested in this article cannot congratulate themselves on the results of the last campaign, crops having been poor ones and prices having ruled on an abnormally low level. A recovery in rates took place, however, during the latter half of the year, and prospects for the next crop are therefore considerably brighter.
- Cinchona bark.** The production of both Government and private estates (vide statistics) was considerably smaller than in 1891 and prices in Europe ruled low, so that this culture cannot be said to be in a flourishing condition.
- Planters are discussing the advisability of erecting a cinchona manufactory in Java in order to save the heavy charges now incurred by the export of the bark. Nothing definite has, however, yet been decided.
- Copra.** The exports last year were quite insignificant; the cocoanut trees, in consequence of the wholesale manner in which they had been despoiled of their fruit during the previous season, yielded this year little or none, beyond what was required for consumption in the country and for the local extraction of oil. It is expected that a fair crop will be obtained in 1893, but it is likely to be rather a late one.
- Tin.** The concession to the Billiton Company has been prolonged for a further period of 35 years, dating from May 1, 1892, on condition that the Government receive five-eighths of the profit shown in the annual profit and loss account. At the end of the above period, thus on April 30, 1927, the Company must go into

liquidation, paying to Government five-eighths of the proceeds of the liquidation, over and above the taxed value of the Company's possessions on May 1 last, as estimated by a commission appointed with Government approval for that purpose.

The shipments of Banca aggregated 6,397 tons, against 5,300 tons in 1891.

The following prices were obtained for Billiton at the auctions :—

Date.	Quantity.	Average Price.
1892—	Piculs.	Fl. c.
February 25	15,546·10	62 06
April 21	15,505·22	64 74
June 29	15,042·39	68 32
August 24	15,010·00	64 42
October 26	15,004·08	65 58
December 21	15,513·29	63 28
Total	91,621·03	64 73

Imports.

The large stocks with which the year commenced gradually found their way into consumption, as demand improved during the later months of the year. Comparatively few failures are reported among Chinese dealers, and the volume of trade was, on the whole, larger than during 1891.

Vice-Consul Warren writes: "A noticeable feature has been the large increase in the import of sulphate of ammonia, fully 30 per cent. more than in the previous year, and in raw materials for soap making. The sale of English made soap, of which in former years large supplies came forward, has almost entirely ceased, native made stuff having taken its place."

Chinese beancake has also formed a new article of import in Mid Java, and is used principally for the manuring of grounds for sugar cultivation.

Owing to syndicates formed for fixing the retail prices of oil at most of the Java ports these were on a fairly high level, and importers must have done a profitable business.

Consumption also kept pace with imports in spite of the high rates maintained, and is estimated at about 3,200,000 cases, as compared with 3,000,000 cases in 1891.

The imports were as follows during the last 2 years :—

Description.	Quantity.	
	1892.	1891.
	Cases.	Cases.
Devoe's brand	1,647,167	976,203
Chester „	71,004	207,873
Russian „	1,846,455	1,410,978
Langkat „	3,900	..
Total	3,068,526	2,595,054

Showing an increase of 670,964 cases in the imports of Devoe's oil and a decrease in Chester and Russian oil of 136,869 cases and 64,552 cases respectively, while no imports of Stella, Excellent, or Comet oil took place.

Since the amalgamation of the Devoe's Manufacturing Company with the Standard Oil Company there have been no exports from the United States of the three last-mentioned brands, nor of Chester oil, and it is improbable that shipments of these marks will be resumed.

The output of oil in Java itself is gradually increasing; some oil-wells near Sourabaya producing already about 25,000 cases a month, while the Langkat Company in Sumatra gives promise of competing keenly in the near future with foreign oils, although some preliminary difficulties have had first to be overcome, which have interfered so far with the production. The question of the possibility of importing oil in tank steamers and storing it in tanks at coast ports for subsequent distribution in drums has been now for some time under the consideration of various import houses interested in the article, and Government has been petitioned for permission to build tanks on the coast between the old Batavia harbour and Tandjong Priok. No decision has, however, yet been taken by the authorities, who have, partly through my intermediacy, been making inquiries as to how the same question has been treated by the Straits Government.

In the latter colony the experiment appears so far not to have met with the success hoped for by its pioneers, a result probably attributable to the less convenient nature, for transport purposes, of the drums used, as compared with the cases and tins employed under the old system.

It seems to me that there are many serious, if not unsurmountable, difficulties in the way of the successful adoption of the plan in Java. In the first place the nature of the coast is such that steamers could nowhere, except, perhaps, at Tjilatjap on the south coast, come alongside the tanks, as the Netherlands-India Government would never permit the establishment of tanks at Tandjong Priok harbour, with a view to the danger to shipping generally.

This would necessitate, therefore, the employment of tank lighters for conveyance of the oil from ship to shore. In the

second place the distribution of the oil in the interior would have to take place by means of tank railway trucks and local tanks in the proximity of the railway stations, which would involve in itself a considerable outlay, and the maintenance of a large staff to superintend the retailing of the oil throughout the country. Thirdly, the natives would be deprived of the cases and tins at present used, which have become almost indispensable to them for sundry purposes, both for storing and carrying liquids, and for roofing their houses.

Government speak of doing away with the present system of Opium farming this article, and propose experimenting in one or other of the residencies, probably Pekalongan, as to the advisability of retaining the monopoly of the retail traffic in the drug in their own hands, subject to excise regulations.

It was expected that the Ombilwen coal fields in the Padang Coal highlands, worked by Government, would have been ready to commence operations at the beginning of 1893, and would have supplied almost entirely the requirements of the State railways in Java and partly those of the Dutch navy in Netherlands-India waters.

In December, however, severe floods took place in Padang, carrying away iron bridges and portions of the railway line between these coal fields and the coast. The damage is estimated at 1,500,000 guilders, and will take at least 6 months to repair. In the meantime Government are still dependent on foreign coal supplies.

The Koetei mine in East Borneo has apparently an unlimited supply to draw upon, but the various reports spread as to the quality of the coal are conflicting. It seems doubtful whether either these coals or the Ombilwen will satisfy the requirements of ocean steamers, unless used with a certain admixture of English coal. The Koetei mine is situated in close proximity to the mouth of a navigable river, so that transport expenses are small, but this is not the case with Ombilwen.

In consequence of representations from the principal coal merchants at Batavia the Government has lately somewhat reduced the charges for store-rent at Tandjong Priok, which concession should tend to increase the steamer bunkering business at this port.

A company was formed last year in Samarang for the local Matches manufacture of lucifer-matches, but it is too early yet to gauge its prospects of success.

In the meantime the Swedish "Sakerhets Tandstickors" of the Jonkopings Manufactory, bear the palm among the numerous brands of European and Japanese manufacture imported.

This liquor is obtaining yearly an increased consumption, and is Scotch whisky gradually ousting brandy for drinking purposes almost entirely from the market.

Miscellaneous.

The opening of the Agricultural and Industrial Exhibition, Exhibition.

mentioned in my last report, has been postponed until August 1 next, in order to allow intending exhibitors more time to make the necessary arrangements.

Taxes. A provision has been made whereby the stamp tax of 1885 will be modified early next year; the stamp on all receipts being increased from 5 c. to 10 c., and the stamp on acceptances of a longer usance than 3 days after sight or 8 days after date being altered from 5 c. on all values to $\frac{1}{2}$ per cent. of the value.

Salt. The monopoly of the sale of this article is in the hands of Government, who distribute it throughout the Archipelago from their evaporating establishments on the Island of Madura. Thus far the article has been shipped to the various distributing centres in bulk, but owing to the large loss in weight attending this method, a prize of considerable value has been offered for the best suggestion of any practical method of packing the salt in small parcels suitable for retail delivery to consumers. Thus far the prize has not been awarded.

Mining. Gold is said to have been discovered in Borneo and Celebes, and companies have been started for the purpose of working the auriferous regions.

Electricity. Permission has been asked for a period of 10 years for the laying down and use of electric wires throughout Batavia with a view to the introduction of electricity into public and private buildings, in the place of gas or petroleum.

It seems very probable that same will be granted, as a similar permission has been given for electric lighting in Sourabaya and Samarang.

Railway communication. The completion of the Government line between Garoet and Tjilatjap has been much retarded owing to sickness amongst the coolies and damage done to the embankment by floods in consequence of heavy rains.

The railway will now probably only be opened for traffic in 1894.

Telegraphs. In June the Netherlands-Indian Government extended their telegraph system by laying a cable about 290 miles along the north-east coast of Sumatra, between Olehleh (Acheen) and Deli.

Connections will be made later on at intermediate places, such as Edi and Telok Semawé.

Acheen is now in connection with headquarters in Java by two routes, viz., across Sumatra viâ Straits of Sunda, and entirely by cable viâ Singapore, Penang, and Deli.

This circular network of telegraphs renders communication with the various Sumatran towns more secure.

Telegraphic intercourse with Europe and other places was carried on uninterruptedly.

The direct cable from Batavia to Singapore was broken for a couple of days, but messages were received and despatched by the alternate cable viâ Banjoewangie.

Postage. My attention has frequently been called to the excessive charge on letters to Europe. Rates (all calculated per 15 grammes or $\frac{1}{2}$ oz.) being still maintained (except to Holland) at 25 c. (5*d.*)

and $12\frac{1}{2}$ c. ($2\frac{1}{2}$ d.) to Singapore, while to Holland only 15 c. (3 d.) per overland route and 10 c. (2 d.) per sea route (or less than rate to the Straits) is charged, local postage continues at 10 c.

Soldiers below the rank of officer send letters to Holland for 5 c., or 1 d. by sea route.

The postage rate for letters from England to Java was reduced on October 1, 1891, to $2\frac{1}{2}$ d. per $\frac{1}{2}$ oz.

The general health conditions during the past year were good, Health. and no epidemics of any importance occurred.

The number at Batavia at the close of the year was 76, at British Samarang 20, and at Sourabaya 72. residents.

Annex 1.—FROM July of the one Year to June of the following Year.

Country.	Sugar Crop.		
	1889-90.	1890-91.	1891-92.
	Tons.	Tons.	Tons.
Europe	172,597	194,571	215,431
Australia	34,468	32,185	48,410
China	62,688	79,450	98,558
America	46,301	83,114	60,788
Sundries	13,824	23,460	16,518
Total	329,878	412,780	439,705

Annex 2.—GOVERNMENT Java Coffee Sales during 1892.

Description.	Date of Sale.	Quantity.	Average.
		Piculs.	Fl. c.
Preanger	September 15 ..	10,000	62 00
Malangs	"	15,000	59 76
Sisir WIP	October 20	4,000	68 33
Malangs OP	"	21,000	62 01½
Sisir WIP	November 24	400	68 55
Malangs OP	"	24,400	62 33
Batoe WIP	"	200	67 90
Karangan WIP	December 29	786	66 50
Sisir	"	496	63 30
Malangs OP	"	23,718	61 16
Total .. .. .	.. .. .	100,000	..

NOTE.— $16\frac{47}{100}$ piculs = 1 ton; 12 fl. = 1 l.

Annex 3.—GOVERNMENT Padang Coffee Sales during 1892.

Description.	Date of Sale.		Quantity.	Average.
			Piculs.	Fl. c.
Interiors	April 5		6,400	71 00
Ayer Bangies	"		140	73 35
Painan	"		600	68 37
Ankola	"		400	76 28
Mandheling	"		650	75 89
First quality.. ..	"		8,190	..
Second "	"		180	43 00
Interiors	June 28		20,000	71 38
" WIP	"		16	76 05
Painan	"		580	63 55
Ankola	"		520	77 34
Mandheling	"		1,200	80 05
First quality.. ..	"		22,316	..
Second "	"		700	32 80
Interiors	September 27		9,200	76 82
Ayer Bangies	"		267	80 41
Ankola	"		785	79 32
Painan	"		690	72 01
Mandheling	"		400	83 60
Liberia	"		3	59 05
First quality.. ..	"		11,345	..
Second "	"		420	25 50
Interiors	December 27		10,500	72 34
Ayer Bangies	"		180	76 95
Ankola	"		960	75 70
Mandheling	"		1,870	76 21
Painan	"		800	64 95
" WIP	"		16	72 05
First quality.. ..	"		14,326	..
Second "	"		280	27 52

**Annex 4.—RETURN of Principal Articles of Import into
Java (including Madura) during the Years 1891–92.**

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton goods	...	...	2,486,525	...	2,623,441
Woolen goods	...	...	184,225	...	147,435
Earthenware	...	...	114,553	...	118,492
Beer	...	Pints ... 2,195,334	86,899	2,043,574	76,634
Butter	...	Lbs. ... 401,093	...	404,875	...
Brandy	...	Gallons ... 101,575	...	105,554	...
Provisions	...	...	313,436	...	351,258
Iron and steel	...	...	119,833	...	118,589
Haberdashery and mercer's wares	...	...	325,953	...	343,131
Gin	...	Gallons ... 205,888	...	323,885	...
Coals	...	Tons ... 162,822	254,703	118,486	142,183
Flour	...	Lbs. ... 11,458,260	112,195	16,946,794	185,354
Mineral waters	...	Bottles ... 1,467,885	24,209	1,232,954	...
Petroleum	...	Gallons ... 20,477,217	606,732	22,375,744	717,170
Rice	...	Tons ... 53,996	...	78,448	...
Paint and paint oil	...	...	50,715	...	49,677
Wine	...	Gallons ... 286,590	...	299,186	...
Soap	...	...	11,638	...	9,355
Gunny bags	...	...	43,051	...	40,652
Fish, dried and salted	...	Lbs. ... 43,019,779	...	36,758,872	...
Iron and copper nails	...	...	25,756	...	20,944
Copper sheathings and plates	...	...	27,632	...	31,753
Glass and glassware	...	...	49,687	...	42,225
Zinc	...	...	4,555	...	7,057
Lead	...	...	695	...	1,554
Champagne	...	Bottles ... 60,354	20,958	53,842	18,345
Tar	...	...	11,132	...	7,858
Wheat	...	Lbs. ...	...	13,783	...
Casks	...	...	...	...	...
Liquors, spirits	...	Pints ...	...	128,792	...
Miscellaneous	...	...	2,443,081	...	2,326,711

NOTE.—These figures are merely approximate, and are based on the average values of the various articles during the year, no reliable statistics being published.

**Annex 5.—RETURN of the Principal Articles of Export from
Java (including Madura) during the Years 1891–92.**

Articles.			1891.		1892.	
			Quantity.	Value.	Quantity.	Value.
Sugar, all descriptions	...	Tons	456,696	5,171,226	437,625	5,106,444
Coffee, private	...	...	28,445	2,342,445	28,845	2,474,376
Government	...	...	16,391	1,293,537	19,996	1,646,670
Rice	...	...	27,282	212,980	17,274	131,950
Arrack	...	Gallons	421,478	...	427,684	...
Battans	...	Tons	1,728	18,975	2,005	22,020
Hides	...	Lbs.	6,877,464	126,542	6,934,102	128,409
Tobacco	...	...	31,530,169	...	35,762,968	...
Indigo	...	...	1,994,892	448,851	1,785,711	369,649
Wet indigo for Eastern markets	...	...	1,727,702	194,366	1,745,096	176,822
Gum damar...	...	Cwts.	19,978	45,870	20,349	50,614
Kapok	...	Lbs.	4,268,427	65,311	3,035,373	45,505
Tea	...	...	5,879,962	146,999	9,156,634	228,916
Tin, private	...	...	11,810,513	457,296	13,204,104	523,714
Government	...	...	11,878,784	459,939	14,330,320	568,383
Cinchona bark, private	...	...	7,739,201	...	6,446,245	...
Government	...	...	802,181	...	614,354	...
Nutmegs	...	...	146,744	...	90,984	...
Indiarubber	...	...	48,928	4,500	50,320	4,623
Guttapercha	...	...	149,464	12,320	91,392	7,540
Mace...	...	...	45,968	...	23,936	...
Pepper	...	...	7,213,250	58,398	12,950,872	111,098
Cinnamon	...	...	7,920	...	2,331	...
Cocoa	...	...	782,136	28,755	683,944	26,193
Coprah	...	Tons	26,029	285,806	3,394	37,267
Cubebs	...	Lbs.	254,048	6,227	380,936	8,170
Tapioca	...	Tons	...	...	2,713	17,689
Cloves	...	...	14,144	...	44,336	...
Miscellaneous	...	...	...	871,311	...	473,515

NOTE.—The quantities given above have been obtained principally from statistics published by the Batavia Exchange, and as regards the 1891 exports differ somewhat from those mentioned in my last report. The values are merely approximate, and are based on the average values of the various articles during the year, no reliable statistics being published.

Annex 6.—RETURN of all Shipping at the Port of Batavia and Harbour of Tandjong Priok during the Year 1892.

Nationality.		Tandjong Priok Harbour.									
		Entered.					Cleared.				
		Sailing.		Steam.			Sailing.		Steam.		
		Number of Vessels.	Tons.	Number of Vessels.	Tons.		Number of Vessels.	Tons.	Number of Vessels.	Tons.	
Dutch ..	..	11	13,964.49	196	348,967.18		8	9,335.85	201	355,164.77	
Netherlands-Indian ..	..	34	16,939.95	407	228,976.49		36	17,756.94	401	227,863.35	
British..	..	5	5,902.87	131	192,695.41		4	4,850.19	133	160,848.38	
French ..	..	..	..	40	32,634.77		..	..	42	34,231.17	
German ..	..	2	2,119.54	11	15,044.19		2	2,119.54	11	15,044.19	
Swedish ..	..	..	..	..	..		..	..	..	..	
Norwegian ..	..	2	2,460.14	1	2,081.59		2	2,460.14	1	2,081.59	
Austrian ..	..	..	..	11	8,691.54		..	..	11	8,691.54	
Italian..	..	1	1,083.76	1	2,205.35		1	1,083.76	1	2,205.35	
American ..	..	..	..	..	..		..	..	..	..	
Chinese ..	..	..	..	..	..		..	..	..	..	
Japanese ..	..	..	..	1	2,031.03		..	..	1	2,031.03	
Total ..	..	55	42,500.75	799	833,327.55		53	37,608.42	802	308,161.37	

BATAVIA.

RETURN of all Shipping at the Port of Batavia and Harbour of Tandjong Priok during the Year 1892—continued.

Nationality.			Batavia Harbour.					
			Entered.			Cleared.		
			Sailing.		Steam.		Sailing.		Steam.
Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	
Dutch ..	10	10,697·83	..	..	9	9,667·59	..	..
Netherlands-Indian ..	105	20,009·02	..	..	108	21,390·88	..	..
British..	10	753·92	9	17,003·86	11	10,724·88	7	13,488·83
French ..	..	..	..	..	..	..	..	..
German ..	3	2,483·11	..	..	2	1,919·36	..	..
Swedish ..	1	972·79	..	..	1	972·79	..	..
Norwegian ..	4	3,205·39	..	..	4	3,205·41	..	..
Austrian ..	..	..	..	..	..	..	..	..
Italian..	7	6,409·89	..	..	7	6,409·89	..	..
American ..	2	1,392·47	..	..	2	1,392·47	..	..
Chinese ..	8	311·11	..	..	8	456·23	..	..
Japanese ..	..	..	..	..	..	..	..	..
Total ..	150	46,235·53	9	17,003·86	152	56,139·00	7	13,488·83

RETURN of all Shipping at the Port of Batavia and Harbour of Tandjong Priok during the Year 1892—continued.

Nationality.	Total.					
	Entered.			Cleared.		
	Steam.		Sailing.		Steam.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Dutch ..	196	348,967.18	21	24,662.32	201	356,164.77
Netherlands-Indian ..	407	228,976.49	139	36,978.97	401	227,863.35
British ..	140	209,339.27	15	6,656.79	140	174,837.21
French ..	40	32,634.77	..	..	42	34,231.17
German ..	11	15,044.19	5	4,602.65	11	15,044.19
Swedish ..	..	..	1	972.79	..	..
Norwegian ..	1	2,081.59	6	5,665.53	1	2,081.59
Austrian ..	11	8,691.54	..	..	11	8,691.54
Italian ..	1	2,205.85	8	7,493.65	1	2,205.85
American ..	..	..	2	1,392.47	2	1,392.47
Chinese ..	..	..	8	811.11	..	..
Japanese ..	1	2,081.03	..	..	1	2,081.03
Total ..	808	850,331.41	205	88,736.28	809	821,650.20
” for the year preceding ..	760	856,587.73	198	92,572.19	765	868,753.93
Difference ..	48	..	7	..	44	..
B					1	..

**Annex 7.—RETURN of all Shipping at the Port of Samarang
during the Year 1892.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	13	15,851	175	58,164	188	74,015
Netherlands-Indian ...	...	...	254	186,754	254	186,754
Dutch ...	9	11,168	179	309,798	188	320,971
Norwegian ...	4	3,180	1	1,312	5	4,442
Italian ...	12	15,493	1	2,205	13	17,698
German ...	4	5,650	17	20,827	21	26,477
French ...	...	...	13	10,595	13	10,595
American ...	1	1,145	...	...	1	1,145
Austrian ...	1	1,100	4	3,160	5	4,260
Total ...	44	53,552	644	592,805	688	646,357
„ for the year preceding ...	...	...	...	...	648	691,650

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	12	14,784	174	57,126	186	71,910
Netherlands-Indian ...	...	...	252	185,251	252	185,251
Dutch ...	9	11,168	177	305,876	186	317,059
Norwegian ...	4	3,180	1	1,312	5	4,442
Italian ...	2	15,493	1	2,205	3	17,698
French ...	...	...	13	10,595	13	10,595
American ...	1	1,145	...	...	1	1,145
German ...	3	3,945	17	20,827	20	24,772
Austrian ...	1	1,100	4	3,160	5	4,260
Total ...	42	50,780	639	586,532	681	637,312
„ for the year preceding ...	...	...	...	...	644	688,051

**Annex 8.—RETURN of all Shipping at the Port of Sourabaya
during the Year 1892.**

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	206	213,912	15	18,209	223	237,121
Netherlands-Indian ...	333	195,646	174	43,893	507	239,539
Dutch ...	103	180,685	13	14,629	116	195,314
Austrian ...	13	10,243	...	...	13	10,243
German ...	20	20,835	4	4,254	24	25,089
Italian ...	3	4,826	8	9,320	11	14,146
Swedish ...	...	...	2	1,699	2	1,699
Norwegian ...	5	9,025	5	4,316	10	13,341
French ...	1	2,230	1	1,024	2	3,254
Other countries ...	2	1,376	1	1,286	3	2,662
Total ...	688	...	223	98,630	911	742,408
„ for the year preceding ...	...	...	...	...	961	787,601

CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	211	231,006	13	14,956	224	245,962
Netherlands-Indian	336	196,882	172	44,964	508	241,846
Dutch	102	182,641	14	16,119	116	198,760
Austrian	13	10,243	..	..	13	10,243
German	20	20,835	3	3,445	23	24,280
Italian	3	4,826	8	9,320	11	14,146
Swedish	..	..	2	1,699	2	1,699
Norwegian	5	9,025	5	4,316	10	13,341
French	1	2,230	1	1,024	2	3,254
Other countries ...	2	1,376	1	1,286	3	2,662
Total	693	659,064	219	97,129	912	756,193
„ for the year preceding ...	...	...	...	...	962	764,360

Annex 9.—BULLION.

SPECIE SHIPMENTS TO NETHERLANDS-INDIA IN 1892.

					£
Silver, 4,000,000 fl. (12 fl. = 1l.)	..	..	..	..	333,333
Sovereigns	..	..	..	..	30,000

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					£
Silver, 8,800,000 fl. (12 fl. = 1l.)	..	..	..	..	733,333

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1196. Algiers	15½d.	1254. Smyrna	1d.
1197. Pakhoi	1d.	1255. Yokohama	1½d.
1198. Nice	1½d.	1256. Stockholm	1½d.
1199. Kiangchow	1½d.	1257. Lisbon	1½d.
1200. Aleppo	1d.	1258. Tientsin	1d.
1201. Stettin	4½d.	1259. Port Said	1d.
1202. Swatow	1d.	1260. Hio-go and Osaka	2½d.
1203. Charleston	2½d.	1261. Damascus	1d.
1204. Syra	1d.	1262. Samoa	½d.
1205. New Orleans	2½d.	1263. Rio Grande do Sul	2½d.
1206. Suakin	1½d.	1264. Jeddah	1d.
1207. Caracas	1d.	1265. Vienna	3d.
1208. Somali Coast	1d.	1266. Shanghai	3d.
1209. Nantes	1d.	1267. Bangkok	1½d.
1210. Tahiti	2d.	1268. Meshed	1½d.
1211. Ichang	3½d.	1269. Cadiz	2d.
1212. Wenchow	1d.	1270. Cherbourg	1d.
1213. Havana	2d.	1271. Erzeroum	½d.
1214. Cagliari	1d.	1272. Christiania	5d.
1215. Old Calabar	½d.	1273. Buda-Pesth	½d.
1216. Foochow	1d.	1274. New York	3d.
1217. Wuhu	1d.	1275. St. Petersburg	7½d.
1218. Vera Cruz	1½d.	1276. Alexandria	1½d.
1219. San José	1d.	1277. Tokio	2½d.
1220. Antwerp	1d.	1278. Bilbao	3½d.
1221. Mogador	2½d.	1279. Beyrout	6d.
1222. Berlin	1½d.	1280. Pekin	2½d.
1223. Rome	1d.	1281. Salvador	1d.
1224. Constantinople	6½d.	1282. Malaga	4d.
1225. Barcelona	2½d.	1283. Buenos Ayres	8½d.
1226. Madeira	5½d.	1284. Canton	1d.
1227. Soul	1½d.	1285. Washington	4½d.
1228. Chinkiang	1d.	1286. Warsaw	½d.
1229. Newchwang	1d.	1287. Pekin	½d.

No. 1288.

Reference to previous Report, Annual Series No. 1085.

NETHERLANDS.

AMSTERDAM.

Consul Robinson to the Earl of Rosebery.

My Lord, *Amsterdam, August 15, 1893.*

I HAVE the honour to enclose herewith a Report upon the Trade and Navigation of the Port of Amsterdam during the year 1892.

I have, &c.
(Signed) W. C. ROBINSON.

*Report on the Trade, Commerce, and Navigation of Amsterdam
for the Year 1892.*

ABSTRACT of Contents.

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General Remarks.

For the first time since the year 1886 I have to report a slight diminution in the trade of this port as compared with that of the previous year, as is shown by the amount of tonnage entering and leaving it.

Indeed, the year 1892 was one which traders in general look back upon without much satisfaction. It was a year of disappointments in most branches of trade and commerce, while the shipping interest passed through a period of the greatest depression known for many years.

Much of the difficulties experienced by the trade of this country may be attributed to the untoward influence of exaggerated protection in other parts of the world, the United States and France carrying matters to an extreme in this respect. Dutch trade is, however, beginning to recover from the blows dealt to it by the McKinley Act, and the exports to the United States, in spite of their almost prohibitory tariffs, have shown a wonderful power of expansion.

As regards the inward trade of the port, the chief falling off, as compared with 1891, is to be found in the imports of grain from the Black Sea and Danube, and of coal from England. The prohibition of grain exports from Russia in 1891 caused our markets to be over-supplied from other quarters so greatly that, in 1892, supplies were less needed. The collapse of coal prices in Germany, in spite of the efforts made to sustain them by forming a coal ring in Westphalia, brought down the price of German coal to a point at which the competition of English coal became impossible.

Colonial trade was, on the whole, more satisfactory than in the previous year. The great tobacco interest recovered in a marked degree from the crisis of 1891, and more confidence was felt and shown in the greater success of the plantation interest generally in the Dutch East Indies. The export trade to the latter was fairly well maintained, and that to the Transvaal and South Africa in general showed a considerable increase, principally in consequence of better and more regular steam communication.

Trade with the Baltic was livelier, the import of timber having largely increased, while the transit of Swedish iron ores to Germany began to assume considerably larger proportions.

The opening of a better communication with the Rhenish provinces by the new Merwede Canal, though it has, in some degree disappointed public expectation in its results, has yet not been without a salutary influence, Amsterdam's traffic with the Rhine having risen from 170,000 tons in 1890 to 212,000 tons in 1892.

The state of the industrial enterprises of the district shows, if anything, a slight change for the better, although the great diamond cutting and polishing industry remained in a very depressed condition, in consequence of the artificial restrictions on the production, and consequent high prices of the raw article.

Still in the latter half of the year the mills, in consequence of an improved demand from the United States, were in fuller work than before.

In the retail branches of business the course of trade was, if we are to judge by the number of failures, much less satisfactory than in the previous year, almost all descriptions of retail trades showing a considerable increase in this respect.

Great complaints are made as to the unequal incidence of municipal taxation, and as to the yearly increasing number of the richer inhabitants who leave the city for its surroundings, for the purpose of escaping their share; and an improved legislation in this respect is anxiously looked forward to, seeing that the present state of matters is rapidly becoming untenable.

Apart from the demonstrations made from time to time by the Socialist party, and by the unemployed, during the winter, the peace of the city was not materially disturbed in 1892, though the last-named demonstrations were availed of by the lowest and criminal classes to give the police authorities as much trouble and annoyance as possible.

Trade with Great Britain has been greatly abused by the rapidly growing class of swindling firms which, unfortunately, infest this city, and whose impudent robberies it has been apparently found impossible to check or to punish.

Imports.

An unusually early crop in 1891, brought forward quickly, Coffee. depressed prices of Java in the beginning of the year, but they speedily recovered and remained at a high level throughout 1892. Imports from most quarters were smaller than in the previous year, a good deal of coffee which formerly came into the Dutch markets now finding its way direct to the consuming countries. Prices of Java ruled very steady from 9*d.* per lb. in January to 10*d.* per lb. in December, while Santos ranged from 7*d.* per lb. to 8*d.* per lb. between same dates.

The total transactions in futures were again smaller, amounting to—

Year.	Quantity.
	Bags.
1892	515,000
1891	722,000
1890	978,500

The home consumption of Santos increases yearly.

As has been repeatedly pointed out, the fiscal legislation of Sugar. Holland has the effect of entirely excluding her own colonial sugar from the home market. During 1892 there was an in-
(1618)

creased importation of raw beet, and a correspondingly increased exportation of refined, principally to Great Britain, which country profits altogether by the cheapness of the article, at the expense of the Dutch taxpayer.

Prices of raw beet were pretty steady throughout the year, varying from 14s. 2d. per cwt. in the opening of the year to 12s. 6d. per cwt. in June, and closing at 14s. per cwt. in December, the advance being caused by the United States appearing as a buyer of raw beet sugar in the German market.

Tea.

The tea trade was dull throughout most part of the year until its close, when a marked advance in prices took place. Java tea continues to hold the principal place in our market, the sales in the Amsterdam market being—

Country.						Quantity.
						Quarter Chests
Java	..	..	..	..	..	34,263
China	..	..	..	..	..	3,999

Prices for Java averaged about 7d. per 1 lb., Holland importing mostly ordinary descriptions. The Assam plant is, however, gaining ground considerably in Java plantations.

Tin.

Under the expectations of a great demand for this commodity from the United States, in consequence of the provisions of the McKinley Act, prices rose from 92l. per ton to 105l. per ton, but the expectation not being fulfilled, dropped at the close of the year to 94l. per ton for Banca, Billiton, and Straits tin. Stocks at close of the year compared with 1891:—

Year.						Quantity.
						Blocks.
1892	..	..	..	..	..	41,770
1891	..	..	..	..	..	31,000

Cocoa.

The importation of cocoa was comparatively small, and prices ruled higher. The deliveries in 1892 were as follows:—

Country.						Quantity.	
						1892.	1891.
						Bags.	Bags.
Surinam	..	..	..	..	..	1,691	2,813
Java..	..	..	..	..	..	5,467	5,828

	Per Pound.	
	From.	To.
	d.	s. d.
Surinam cocoa	7½	..
Java	11	1 0½

Of other descriptions, the deliveries summed up to 2,194 bags, as compared with 1,051 in 1891.

In consequence of the considerable stocks, indigo prices Indigo. opened low, and business was very dull; but the short crop in British India caused an improved demand and a considerable advance in prices. The imports into Amsterdam were as follows:—

Year.	Quantity.
	Chests.
1892	4,073
1891	4,791

Amsterdam and Zaandam received 910,930 bags of rice, as Rice. compared with 911,000 bags in 1891. Java, in consequence of a short crop, sent considerably less, the total importation being—

Country.	Quantity.	
	1892.	1891.
	Bags.	Bags.
Java	124,000	183,531
Rangoon Bassein and Necransic ..	854,000	886,000
Saigon	207,000	..

Prices ranged in 1892 for Rangoon rice from 5s. to 5s. 10d. per cwt. In consequence of the immense stocks of grain and flour prices gave way considerably, and the increased duty in the United States, together with the “surtaxe d’entrepot” in France, greatly interfered with the demand for exportation.

The crop of pepper being a heavy one, imports were much Pepper. larger:—

Year.	Quantity.
	Bags.
1892	24,800
1891	20,600

And prices fell considerably until August, when a slight reaction took place. Lampung pepper dropped from 3*d.* per lb. to 2½*d.* per lb., closing at 3*d.* per lb. Black Java brought ¼*d.* to ½*d.* per lb. more than Lampung.

Cotton.

Prices of cotton fell to a point never before known, middling Upland being quoted here as low as 3¼*d.* From July the market began to improve slowly, and middling closed at 5½*d.* per lb. Direct importation to Amsterdam was small:—

Year.							Quantity.
							Bales.
1892	..	..	..	..	..	..	26,288
1892	..	..	..	..	..	..	42,723

Copra.

The direct importation of copra was as follows:—

Year.							Quantity.
							Tons.
1892...	..	..	..	..	..	..	5,200
1891..	..	..	..	..	..	..	10,152

but a considerable number of cargoes were sold sailing in our market and directed to other ports. Prices ranged from 13*s.* 1*d.* per cwt. to about 13*s.* 10*d.* per cwt.

Tobacco.

Compared with the very unsatisfactory results of the previous year, 1892 gave much more reason for congratulation. The quality of some of the Deli and Langkat tobacco was again of former excellence, and the light coloured leaf was disputed by American and German cigar manufacturers with such energy, that higher prices than ever heard of before were realised. On the other hand there were again very large supplies of inferior and dark coloured leaf, which had to be sold without profit, or even at a loss to the planter and importer. The crop was nearly as large as that of 1890. In the latter part of the year the inquiry for the inferior descriptions improved greatly, prices being abnormally low. The average price of the whole of the imports from Sumatra reached 1*s.* 5*d.* per lb. as compared with 1*s.* 1*d.* per lb. in 1891. In spite of the colossal import duty of about 8*s.* 3*d.* per lb. imposed on Sumatra tobacco by the McKinley Act, by which the exportation in 1891 was reduced to 7,360 bales only, America has had to come into this market again, and in 1892, 32,926 bales were sent to the States.

The Sumatra crop of 1892 will be considerably smaller, and that of 1893 will be confined to about the same quantity as in 1892.

AMSTERDAM.

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					Quantity.
					Bales.
Java sent in 1892 ..	..	..	..	..	136,359
„ 1891 ..	..	..	..	..	182,508

but the higher prices fully made up the deficiency, the average for leaf being—

Year.					Price per lb.
					d.
1892..	..	..	..	..	8½
1891..	..	..	..	..	7

Borneo sent 13,430 bales, part of which had suffered greatly from the drought, so that the average price realised was not more than 1s. per lb. But the better marks were very satisfactory in quality, and 1s. 6d. per lb. to 2s. 6d. per lb. was paid for good covering leaf.

Of petroleum, the importation in 1892 amounted as follows:— Petroleum.

Country.					Quantity.
					Barrels.
American ..	..	..	..	..	462,023
Russian ..	..	..	..	..	45,857

Prices fell steadily from 6s. 10d. per cwt. in January to close at 5s. 1d. per cwt. in December, but this fall is to a great extent to be attributed to the efforts made by the Standard Oil Company to establish its monopoly by crushing its competitors.

Grain.

The year 1892 was a most unfortunate one for our grain importers, the course of prices being steadily downwards throughout; the losses incurred were very serious.

The effect of the Russian prohibition of grain export proved to Wheat. have been greatly overrated, and the very great quantities consigned unsold before the same came into effect, weighed heavily on the market, which finally broke down completely. America, too, sent very great supplies from her overflowing crop, and American flour especially made it quite impossible for home millers to compete without loss. The fall in prices from January to December reached fully 15s. per quarter.

Prices closed as follows :—

						Per quarter of 480 lbs.
						£ s. d.
Odessa..	..	..	..	..	..	1 5 6
Danube	..	..	..	..	..	1 4 6
Soft red Kurrachee	..	..	..	..	..	1 8 0
American	..	..	..	..	..	1 7 3

Rye.

In rye also a fall of fully 18s. per quarter from first to last has to be recorded, and the excellent crop in Germany gave the finishing blows to the market. Moreover, the cheap American flour, inferior as its quality is, greatly interfered with the home consumption of rye flour. Prices closed at—

						Per quarter of 480 lbs.
						£ s. d.
Taganrog	..	..	..	..	..	1 5 0
Danube	..	..	..	..	..	1 4 3
Petersburg	..	..	..	..	..	1 8 6
American	..	..	..	..	..	1 5 3

Barley.

Barley also fell slowly and steadily in price, but not so considerably, not having shared in the advance to so great an extent.

Maize.

This shared in the general depression, but the low prices brought about a great demand for feeding purposes, and the trade was large and brisk. Maize becomes yearly of greater importance in this respect.

Linseed.

British India and Russia sent smaller supplies than in 1891. North American seed, however, nearly filled up the deficiency. Linseed cake was not in great demand, and the price of linseed oil gave way considerably during the year. The price of seed ranged from 2*l.* 3*s.* 6*d.* to 2*l.* 10*s.* per quarter of 480 lbs.

Woollen and Linen Goods.

Haber-
dashery.

With respect to these goods I think that an extract from the Report of the Amsterdam Chamber of Commerce on Trade in the year 1892 will be of interest. This report, referring to the great importance of the trade in these articles, goes on to say :—

“In all these branches there exist wholesale houses in this city, doing business with the home country principally, and generally confining themselves to one or the other special branch, or combining one or more such. In no Dutch town is this trade carried on to such an extent as in Amsterdam.

"Inland manufacturers supply a portion of the articles consumed, but by far the greater proportion comes from Germany, England, Belgium, and France. Exact statistical tables do not, however, exist. Of the total importation of yarns into Holland in 1891, amounting to 890,000 cwt.—

					Quantity.
					Cwts.
Great Britain sent	..	..	..	..	587,000
Belgium	..	..	..	..	180,000
Germany	..	..	..	..	110,000

"Of manufactured goods, the total importation in 1891 was 1,200,000 cwts., of which—

					Quantity.
					Cwts.
Germany sent about	..	..	..	..	720,000
Great Britain	..	..	..	..	305,000
Belgium	..	..	..	..	120,000

"Of ready-made clothes and clothing, the importation in 1891 represented a value of 340,000*l*.

					Value.
					<i>£</i>
Germany sent	..	..	..	..	300,000
Belgium	..	..	..	..	32,000
Great Britain sent	..	..	..	..	15,000

"The trade in manufactured goods, cloths, &c., has found a very serious competitor in the foreign manufacturer of ready made clothing, who is further favoured by the following circumstances :—

"This clothing is generally produced and made up under the so-called sweating system, involving largest production at minimum wages.

"These goods are sent to Holland in large quantities and are declared for duty at a very low value, as the risk of confiscation by the customs is but small" (N.B. the customs authorities in Holland can confiscate goods on payment to the importer of declared value plus 10 per cent.), "and by sending clothing which originally belonged together in different parcels by different routes, the value for declaration can be still further reduced. It is to be hoped that our customs laws may be so modified as to put

a stop to such practices. Meanwhile, they have led to the establishment of manufactories by Netherlands subjects in foreign parts."

The customs law above alluded to, by which the customs can confiscate goods on payment of declared value plus 10 per cent., acts as an encouragement to the firms of swindlers referred to above, who find in this manner an easy mode of disposing of their unfortunate or imprudent victims' goods for cash, by declaring them much below real value.

Timber.

The trade in 1892 was brisk, and of considerably greater extent than in 1891. The consumption of timber, sawn, planed, and shaped abroad has steadily increased, Archangel furnished considerable quantities, the quality of this timber being generally very good, the other supplies coming from Sweden, Finland, and Cronstadt. Those from Norway continue to diminish; and the importation of Riga baulks has also fallen off in consequence of the competition of American pitch pine, encouraged by low freights.

Supplies generally were very large and overtook the demand, so that prices weakened. The stock of sawn timber at the close of the year was unprecedentedly large. Exporters, however, asking and obtaining much higher prices for 1893 shipments than for 1892, the prospects for the current year were not unfavourable.

Exports.

The chief articles of exportation from our port compare with the exports of the previous years as follows :—

Articles.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Sugar, refined	95,669	88,565
Tobacco and cigars	20,219	20,293
Rice	19,665	21,294
Manufactured goods	12,952	13,176
Fruit and vegetables	12,503	10,277
Metals, manufactured	42,003	37,234
" raw	50,908	50,042
Distilled liquors	5,230	6,223
Drugs, spices, &c.	18,871	20,418
Earthenware	7,810	6,465
Butter	1,154	1,143
Cheese	7,311	7,306
Coffee	17,064	15,183
Fish	3,952	3,740

Considerable quantities of German smelting cokes found their

way viâ Amsterdam to Swedish, Norwegian, Danish, and Russian ports at ballast freights, principally in sailing vessels engaged in the timber carrying trade.

Industries.

No great change can be reported in the position of our chief industries since 1891.

In the diamond cutting and polishing industry, as referred to in my opening remarks, the state of trade has remained unchanged for the better, and a further number of works has had to be closed. An American firm has been engaging workmen in Amsterdam, with a view of planting this branch of industry in the United States, which have been, and remain the best customer of Amsterdam for cut diamonds.

The sugar refineries, now reduced to four, complain that the margin between the price of raw and refined sugar has almost ceased to exist. The quantity exported was, however, materially greater than in 1891.

Millers and bread factories had an exceedingly bad year of it, the losses on the raw material being enormous, and several failures occurred in this branch of business. Indeed, in November and December there was a complete panic; prices of ordinary flour had fallen from 11s. 9d. per cwt. in January to 7s. 6d. per cwt. in December; and the inundation of the country with cheap American flour made it impossible for the millers to compete.

Breweries had a steady and increasing trade, but at unsatisfactory prices.

Saw-mills were fully employed throughout the year.

In shipbuilding there was little doing, and it appears clearly established that Amsterdam cannot compete for the construction of new vessels, partly on account of high wages, partly from the absence of any staff of trained workmen.

Distillers had a less satisfactory year to chronicle, principally in consequence of the protectionist tendencies of foreign countries; and the exportation fell off considerably.

Navigation.

In this respect there is not much of a satisfactory nature to report. Freights during the year were very unremunerative, and with the exception of two new lines from our port to Africa—the German East African Line and the British Colonial Steam Navigation Company, both of which now call here for goods and passengers—no new lines of communication with other parts of the world were opened in 1892. The working of the existing lines was, on the whole, less satisfactory and remunerative than in 1891. Adventuring steamers had a very hard time of it, and only the best and newest sailing ships could succeed in showing any

profit whatsoever. Quarantine in Spain, Portugal, Greece, and Turkey, applied in the stringent and unreasonable manner peculiar to those countries, seriously interfered with the working of regular liners and others.

The commercial fleet of Amsterdam stands as follows as compared with the previous year:—

Year.	Total Vessels.	Steam.	Sailing.	Tons.
1892	97	63	34	182,718
1891	89	49	40	116,087

The increase in steamers is to be attributed to the transfer of the steamers of the English Oceanic Line to the Dutch flag.

The falling-off in freights was most serious, and the owners of many sailing vessels and steamers preferred to lay them up rather than run at a certain loss.

The outports of Ymuiden and Zaandam continued in the year 1892 to make considerable progress. At Ymuiden the fish trade continues steadily to increase, and no doubt will be established there on a much larger scale so soon as the new harbour for fishing vessels shall have been constructed.

The new large lock by which vessels of 650 feet in length can be admitted to the North Sea Canal is nearly completed. A direct tramline of railway from Amsterdam to Ymuiden is contemplated.

Zaandam, with its immense trade and industry in timber, rice, seeds, &c., and with its eminently safe and practical harbour, continues to flourish steadily, and the comparative cheapness of labour there is a feature very much in its favour. It may for all practical purposes be considered as forming an integral part of the port of Amsterdam.

I have been requested by the Chamber of Commerce of Amsterdam to call the attention of my Government to the fact that during the cholera epidemic of 1892 this disease only occurred sporadically in Holland, and that there has never been the least reason to divert ships bound to Dutch ports from their destination, or to impose stringent quarantine regulations on goods coming from or in transit through the same.

There have, in fact, occurred but exceedingly few cases of true Asiatic cholera in my district, and I can say from personal observation that I am convinced that nearly all, if not all of them, could be traced to imported disease.

The general state of health here was and continues to be excellent, and compares very satisfactorily with that of most other European ports.

AMSTERDAM.

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RETURN of all Shipping at the Port of Amsterdam during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Austrian ...	...	...	2	2,519	2	2,519
Belgian ...	...	...	1	1,158	1	1,158
British ...	32	22,078	716	525,135	748	547,208
Danish ...	15	2,924	9	7,075	24	10,000
French ...	4	1,116	12	3,673	16	4,789
German ...	5	2,697	167	119,217	172	121,914
Italian ...	4	4,856	...	...	4	4,856
Dutch ...	63	30,621	513	421,150	576	451,771
Portuguese ...	...	...	2	1,114	2	1,114
Norwegian ...	77	30,135	86	42,330	163	72,465
Russian ...	9	5,509	...	...	9	5,509
Spanish ...	1	1,266	27	33,000	28	34,266
Swedish ...	6	2,948	19	13,282	25	16,230
Total ...	216	104,145	1,564	1,169,654	1,770	1,273,799

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Austrian ...	...	...	2	2,519	2	2,519
Belgian ...	...	...	1	1,158	1	1,158
British ...	30	15,751	719	525,215	749	541,966
Danish ...	15	2,697	11	9,665	26	12,362
French ...	4	1,116	12	3,673	16	4,789
German ...	11	4,559	169	117,617	180	122,176
Italian ...	6	7,561	...	...	6	7,561
Dutch ...	63	28,304	519	424,650	582	452,954
Portuguese ...	...	...	2	1,155	2	1,155
Norwegian ...	76	29,912	85	41,630	161	71,542
Russian ...	9	5,409	...	...	9	5,409
Spanish ...	1	1,266	30	36,490	31	57,756
Swedish ...	6	2,948	19	13,282	25	16,230
Total ...	221	99,523	1,569	1,178,064	1,790	1,277,577

RETURN of some of the Principal Articles of Import to the Port
of Amsterdam during the Years 1890-92.

Articles.		Quantity.		
		1890.	1891.	1892.
Coffee	Tons ..	24,679	29,552	26,290
Sugar	" ..	62,884	80,100	65,590
Tea	" ..	2,023	1,922	2,610
Hides	Number ..	274,175	311,737	315,780
Rice	Tons ..	25,591	29,605	20,898
Cotton	Bales ..	30,439	42,723	64,800
Tobacco	Tons ..	23,586	29,270	28,079
Rye	Quarters ..	265,097	397,696	69,615
Wheat	" ..	107,211	263,459	245,640
Flour	Tons ..	26,517	31,162	28,115
Linseed	Quarters ..	334,520	444,988	367,000
Petroleum	Tons ..	49,580	58,740	..

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NETHERLANDS.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1108.

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NETHERLANDS.

PARAMARIBO.

Mr. Smith-Delacour to the Earl of Rosebery.

My Lord, *Paramaribo, September 1, 1893.*

ALTHOUGH I assumed the duties of this Consulate too late in the present year to be able to submit to your Lordship a Report on the Trade and Commerce of Surinam for the year 1892, I have the honour to enclose herewith Statistical Tables showing the Imports, Exports, and Shipping of this port for the year 1892, together with a Report from Mr. Vice-Consul Weidner on the Trade and Commerce of Nickerie for the same period.

I have, &c.

(Signed) E. W. SMITH-DELACOUR.

Report on the Trade and Commerce of Paramaribo for the Year 1892.

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Imports and Exports.

	Value.		
	£	s.	d.
The total value of cargo imported to Paramaribo during the year 1892 amounted to	436,533	8	4
And the value of exports to	320,932	5	0
Showing an amount of imports over exports of..	115,601	3	4

From the following table it will be seen that the United States of America is the best customer of Surinam, receiving more productions than the mother country of the colony.

TABLE showing Value of Exports from the Colony of Surinam during the Years 1891-92.

Country or Port.	Value.		Increase.	Decrease.
	1891.	1892.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Netherlands ...	114,389 1 8	113,569 18 4	...	819 3 4
Great Britain ...	4,097 10 0	44,000 6 8	39,902 16 8	...
United States of America ...	147,035 0 0	123,723 1 8	...	23,311 18 4
France ...	1,487 3 4	2,126 8 4	639 5 0	...
Demerara ...	21,969 0 0	20,496 6 8	...	1,472 13 4
Barbados ...	1,482 16 8	1,446 8 4	...	36 8 4
Curacao ...	25 13 4	2,614 6 8	2,488 13 4	...
Trinidad ...	...	...	...	...
Cayenne ...	1,213 8 4	8,932 6 8	7,718 18 4	...
Various ...	4,301 13 4	4,123 1 8	...	178 11 8
Total ...	296,001 6 8	320,932 5 0	50,749 13 4	25,818 15 0
Increase, 1892 ...	...	...	24,930 18 4	...

Total
amount of
productions.

The following table shows the total amount of staple articles produced in the colony during the year 1892, compared with the production of 1891:—

Articles.		Quantity.	
		1891.	1892.
Bananas.. ..	Bunches ..	401,183	547,207
Cocoa	Lbs. ..	4,952,603	3,671,203
Cocconut-oil	Gallons ..	7,413½	10,473
Cocoanuts	Nuts ..	487,725	595,030
Coffee, cured	Lbs. ..	19,607½	16,606½
„ broken	„ ..	..	40
Corn	„ ..	328,324½	454,755
Cotton	„ ..	..	110½
Gold	Ozs. ..	38,497½	33,714½
Ground fruits	Lbs. ..	414,803½	1,367,673
Lime-juice	Gallons ..	2,110½	1,157½
Molasses	„ ..	300,700½	338,006½
Plantains	Bunches ..	10,565	13,387
Rice	Lbs. ..	35,868	53,284
Rum	Gallons ..	86,768½	114,417
Sugar, Muscovado	Lbs. ..	2,204,551	2,075,286½
„ Vacuum-pan	„ ..	15,144,414	14,658,074½

In the foregoing table a decrease of 25 per cent. will be Cocoa. observed in the amount of cocoa produced, compared with the output of 1891. This decrease was due to prolonged and heavy rains.

The amount of Muscovado and “first product” sugar obtained were 20 per cent. and 25 per cent. respectively less than last year’s production, while “last product” sugar increased 60 per cent. The alterations were also due to bad weather.

The following table shows the amount of staple productions exported from the colony during 1892, compared with 1891, and the average prices obtained during the latter year :—

Articles.		Quantity.		Price.
		1891.	1892.	
Balata	Lbs. ..	210,673½	265,976½	£ s. d.
Cocoa	„ ..	4,872,371½	3,722,941½	0 1 1½
Coffee	„ ..	1,051½	2,330½	0 0 5½
Gold	Ozs. ..	25,655½	33,714½	0 0 10½
Molasses—				3 11 4½
Muscovado	Gallons ..	47,414½	42,104½	0 2 2½
Vacuum-pan	„ ..	213,464½	227,696	0 0 7½
Rum	„ ..	77,856	90,188½	0 6 7½
Sugar—				
Muscovado	Lbs. ..	2,098,212½	1,737,309½	0 0 1
First product	„ ..	11,884,165	9,058,968	0 0 1½
Last	„ ..	817,622½	1,284,425	0 0 1

The following table shows the value of the principal articles (1652)

A 3

Value of productions exported.

of produce exported from this colony during the year 1892, compared with the years 1890 and 1891:—

Articles.	Value.		
	1890.	1891.	1892.
	£	£	£
Balata	9,541	11,948	15,085
Bananas.. .. .	23,888	16,715	23,358
Cocoa	108,470	112,355	91,697
Cocconuts	770	1,217	1,636
Coffee	892	1,117	753
Gold	112,707	93,729	123,190
Molasses	9,741	11,688	3,544
Rum	6,653	4,930	7,968
Sugar, Muscovado	22,910	11,669	10,218
„ Vacuum-pan	128,125	143,058	86,425
Total	423,647	408,426	363,774

TABLE showing the Imports to the Colony of Surinam during the Years 1891–92.

Country or Port.	Value.		Increase.	Decrease.
	1891.	1892.		
	£	£	£	£
Netherlands	224,222	228,203	3,981	..
Great Britain	35,606	34,864	..	742
United States of America	156,631	105,691	..	50,940
France	2,411	1,639	..	772
Demerara	44,675	40,077	..	4,598
Barbados	15,481	13,290	..	2,191
Curacao.. .. .	2,423	3,479	1,056	..
Trinidad	1,308	840	..	468
Cayenne	..	..	..	..
Various places	6,673	8,450	1,777	..
Total	489,430	436,533	6,814	59,711
Decrease, 1892	..	..	..	52,897

Shipping.

The following table shows the number of vessels, according to nationality, which entered and cleared at the port of Paramaribo during the year 1892:—

Country.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Netherlands	51	38,045	54	38,053
Great Britain	103	16,508	99	16,312
United States of America	15	5,242	15	4,810
France	28	13,914	29	14,018
Sweden	2	466	2	466
Denmark	6	1,155	6	1,155
Norway	7	2,512	6	2,088
Italy	1	393	2	699
Portugal	1	163	1	163
Germany	1	322	1	322
Total	215	78,720	215	78,086

The following table shows the places from which vessels arrived and to which vessels sailed during the year 1892 :—

Country or Port.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Netherlands	22	19,517	22	19,371
Great Britain	16	4,699	5	2,345
London via British Guiana	10	8,732	4	3,538
United States of America	14	4,853	11	3,652
New York via Curaçao	17	18,316	18	18,419
Martinique via Demarara	12	6,678	12	6,816
Martinique	8	1,228	9	1,332
Cayenne	14	7,295	13	6,768
Berbice	2	98	6	2,746
Barbados	23	1,828	29	4,979
Georgetown	71	2,041	77	4,942
Calcutta	2	3,082	..	..
Teneriffe	1	163	..	..
Jamaica	1	82	..	..
Venezuela	2	108	..	..
Fiume	..	..	3	827
Mexico	..	..	2	654
St. Domingo	..	..	1	280
Cuba	..	..	1	887
Belize	..	..	1	350
Carthagena	..	..	1	180
Total	215	78,720	215	78,086

There were 1,661 births in Paramaribo during 1892, of which 834 were males and 827 females. Births and deaths.

The deaths amounted to 1,678, of which 913 were males and 765 females.

NICKERIE.

Mr. Vice-Consul Weidner reports as follows:—

No improvement is observed in the commercial movement of this district; on the contrary, there is a decrease.

Population. There has been a slight increase in the population of this district.

The total population was:—

	Number.	Total.
On January 1, 1892	3,978	
Born during 1892	97	
Arrived „	340	4,415
Died „	212	
Departed „	120	332
Total on December 31, 1892..	..	4,083

Some Indians in the Corantyn, in the Upper Nickerie, and in the Maratakka districts are not included.

1 officer and 34 soldiers, and 18 balata bleeders from Berbice, are also not included.

Marriages. The number of marriages during the year was 12.

The number of births is remarkably small.

The increase of the population is principally due to the arrival of immigrants from British India and from Barbados.

Emmigrants. Total immigrants in the district, from British India and from the British West Indies, 819.

RETURN of Shipping.

Ports.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
From and to foreign ports	60	2,501	58	2,221
From and to Paramaribo	58	1,575	55	1,467
Total	118	4,076	113	3,688

Of which were British :—

Ports.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
From and to foreign ports	46	1,698.98	45	1,698.98
From and to Paramaribo	3	151.56	3	104.02
Total	49	1,850.54	48	1,803.00

It was rumoured a few months ago that an ordinance would Pilotage. soon come in force by which pilotage would be compulsory, and by which the rates for pilotage would be fixed. Competent pilots would then be appointed by the Government.

Up to now, however, nothing definite has been heard of this.

RETURN of Produce Obtained and Exported.

Articles.				Quantity.	
Balata	..	..	..	Lbs.	218,650
Cocoa	..	..	..	"	337,359½
Coffee	..	..	..	"	1,115½
Molasses	..	..	..	Gallons ..	50,749½
Rum	..	..	..	"	56,696½
Sugar, Muscovado ..	..	..	..	Lbs.	1,352,374½
" Vacuum-pan ..	..	..	..	"	3,978,220

Of the five sugar estates two only are in good condition.

Sugar estates.

One Muscovado sugar estate is almost abandoned.

There are 4 plantations and 153 small cultivations, "gronden," as the latter are generally called here, producing cocoa, coffee, plantains, corn, and ground provisions.

About 33,000 bunches of plantains are obtained during the year, also about 30,856 lbs. of corn, cassava, yams, and tannias.

There is a decrease in the production of sugar and cocoa; the season not having been very favourable.

About 4,300 acres of land are in cultivation.

Cultivation.

Some logs of cedar wood and some bully tree timber have been shipped to Demerara and Barbados. Timber.

Although the balata exploitation has made a steady progress, Balata. the general results are not favourable, owing to the price of the article having gone down remarkably in the course of the year.

Unless an improvement in the price of this article takes place very little will be done during the next year in the exportation of same, which will be a terrible blow to the district in general.

It is expected that an ordinance will soon come into force

regulating this industry, and by which ordinance it shall be enacted that the grant holder has to pay yearly a certain sum per acre of land.

TABLE showing Revenue and Expenditure for the Years 1892-91.

Year.					Amount.					
					Revenue.			Expenditure.		
					£	s.	d.	£	s.	d.
1892	..	..	..	..	6,281	15	0	4,912	4	9
1891	..	..	..	..	8,254	5	0	5,387	14	0

Various payments are also made in Paramaribo on behalf of this district.

Gold. Again, two expeditions have been sent this year to the Upper Corantyn, and one to the Upper Nickerie for the prospection of gold. The men returned, however, without success.

Steam
communica-
tions. With regard to communications with Paramaribo and with foreign ports there is great room for improvement. The one Government steamer doing the mail service once a fortnight has undergone considerable repairs, and it is now a little more comfortable on board for the passengers. The communication, however, if altered into a weekly one, would be very advantageous to the district; also to Coronie, a district situate between this and the River Coppename.

Roads. Great necessity is felt for good roads to the sugar and cocoa plantations, which are almost unapproachable in the rainy seasons.

FOREIGN OFFICE.

1894.

ANNUAL SERIES.

N^o 1329.

**DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.**

NETHERLANDS.

REPORT FOR THE YEAR 1893

ON THE

**TRADE OF THE CONSULAR DISTRICT OF
PARAMARIBO.**

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1108.

*Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1894.*

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1224. Constantinople	6½d.	1285. Washington	4½d.
1225. Barcelona	2½d.	1286. Warsaw	½d.
1226. Madeira	5½d.	1287. Pekin	½d.
1227. Soul	1½d.	1288. Amsterdam	1d.
1228. Chinkiang	1d.	1289. Manila	2½d.
1229. Newchwang	1d.	1290. Bahia	1d.
1230. Chungking	1½d.	1291. Munich	1d.
1231. Hankow	1d.	1292. Trieste	1½d.
1232. Odessa	2d.	1293. Tunis	4d.
1233. Chicago	3d.	1294. Montevideo	1½d.
1234. Taganrug	2½d.	1295. Belgrade	3d.
1235. Ningpo	1d.	1296. Teneriffe	1½d.
1236. Mannheim	1d.	1297. Stettin	3d.
1237. Dunkirk	1d.	1298. Rome	2½d.
1238. Macao and Timor	1d.	1299. Dantzic	7d.
1239. Madrid	½d.	1300. Sofia	2½d.
1240. Port-au-Prince	2d.	1301. Mexico	1½d.
1241. Frankfort	3d.	1302. Paris	1d.
1242. Erzeroum	1d.	1303. Buenos Ayres	½d.
1243. Palermo	8½d.	1304. Tangier	2½d.
1244. Naples	1d.	1305. Somali Coast	½d.
1245. Guatemala	1d.	1306. Porto Rico	1d.
1246. Madrid	1d.	1307. Paramaribo	1d.
1247. Gothenburg	2d.	1308. Oporto	1½d.
1248. Brindisi	2½d.	1309. Naples	½d.
1249. Fiume	2d.	1310. Salonica	2½d.
1250. Leghorn	2½d.	1311. Valparaiso	2d.
1251. San Francisco	5½d.	1312. Mozambique	1d.
1252. Bushire	2d.	1313. Odessa	1½d.
1253. Nagasaki	1d.	1314. Honduras	2½d.
1254. Smyrna	1d.	1315. Batoum	4d.
1255. Yokohama	1½d.	1316. Quilimane	1d.
1256. Stockholm	1½d.	1317. Copenhagen	1d.
1257. Lisbon	1½d.	1318. Lima	1d.
1258. Tientsin	1d.	1319. New York	1d.
1259. Port Said	1d.	1320. Baghdad and Bussorah	1d.
1260. Hiogo and Osaka	2½d.	1321. Rio de Janeiro	3d.
1261. Damascus	1d.	1322. Réunion	3½d.
1262. Samoa	½d.	1323. Berne	1d.
1263. Rio Grande do Sul	2½d.	1324. Kinkiang	½d.
1264. Jeddah	1d.	1325. Resht	3½d.
1265. Vienna	3d.	1326. Florence	1d.
1266. Shanghai	3d.	1327. Hakodate	1d.

No. 1329.

Reference to previous Report, Annual Series No. 1108.

NETHERLANDS.

PARAMARIBO.

Mr. Smith-Delacour to the Earl of Rosebery.

My Lord,

Paramaribo, January 16, 1894.

I HAVE the honour to enclose herewith a Report on the Trade and Commerce of Surinam during 1893, together with a Report from Mr. Vice-Consul Wacogne on the Trade and Commerce of Cayenne during the same period.

Mr. Vice-Consul Weidner has been unable to obtain, up to the present time, sufficient information to enable him to compile his Commercial Report on Nickerie for 1893, but I hope to be able to submit his observations to your Lordship later in the year, with my Supplementary Report on Surinam.

I have, &c.

(Signed) E. W. SMITH-DELACOUR.

Report on the Trade and Commerce of Surinam and Cayenne for the Year 1893.

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I.—Trade and Commerce.

The commercial movement of this colony has not undergone any material change during the year. General observations.

In the absence of statistics from the local government the data for this report have been gathered from indirect sources, while as regards the origin of imports approximate information only has been obtained. The manifests of cargoes (1688)

delivered at custom-houses only show the port of shipment, while the country from which the goods originated, whether by growth or manufacture, is not discovered. There may be, therefore, many subjects of economic and commercial interest left unnoticed which might well be looked for in the scope of an annual review of this colony, and regarding which it is regretted that no information has been obtainable.

Staple
productions.

The following list of staple productions gives an approximate idea of the quantity of each article produced, with the exception of balata, cocoa, coffee, and gold, which will be treated separately under their different headings:—

1893.

Articles.				Quantity.	
Balata	..	..	..	Lbs.	113,018
Bananas	..	..	..	Bunches	500,000
Cocoa	..	..	..	Lbs.	8,784,546
Cocconut oil	..	..	..	Gallons	10,000
Cocanuts	..	..	..	Nuts	600,000
Coffee, cured	..	..	..	Lbs.	21,665
„ broken	..	..	..	„	50
Corn	..	..	..	„	400,000
Cotton	..	..	..	„	250
Fancy woods	..	..	..	„	3,700
Gold	..	..	..	Ounces	34,248
Ground fruits	..	..	..	Lbs.	900,000
Limejuice	..	..	..	Gallons	1,800
Mola-ses	..	..	..	„	350,000
Plantains	..	..	..	Bunches	12,000
Rice	..	..	..	Lbs.	40,000
Rum	..	..	..	Gallons	100,000
Sugar, Muscovado	..	..	..	Lbs.	3,000,000
„ Vacuum-pan	..	..	..	„	15,000,000

Balata.

One of the most valuable forest products of Surinam, and which has been considerably exported, is the caoutchouc-like substance known as balata. Balata gum holds the first place among the substitutes for gutta-percha. It is obtained from the *mimusops* balata. The balata gum combines in some degree the elasticity of caoutchouc with the ductility of gutta-percha, freely softening and becoming plastic, and being easily moulded like gutta-percha. The tree which produces this is widely distributed over the colony, even in parts so far in the interior as to have been hardly visited as yet; and the industry, now that experience has taught how it can be carried on without the wasteful extermination of the tree, should have a positive future value. Better means of access and of working are required before the expenses of production form the proper proportion of the value produced.

Balata is principally exported to the United States of America, small consignments also reaching Holland and Great Britain.

A table is given below, showing the monthly amount of balata produced, its value, and a comparison between the total amounts produced in 1892-93:—

Month.	Quantity.	Value.
	Lbs.	£ s. d.
February.. .. .	146	7 17 2
March	4,300	243 13 4
April	10,470	593 6 0
May	5,104	289 4 6
June	5,370	304 6 0
August	7,294	413 6 6
September	14,816	839 11 6
October	53,852	2,994 18 11
November	11,236	636 14 2
December	430	24 7 4
Total, 1893.. .. .	113,018	6,347 5 5
„ 1892.. .. .	265,976	15,671 19 6
Decrease	152,958	8,724 14 1

The cocoa crop of 1893 has been a remarkable one, being more than the total output of the last two years, and exceeding the production of any other one year within the last decade.

The United States of America receives the bulk of the cocoa produced, the remainder going to Holland and Great Britain.

The following comparative table gives a detail of the year's production:—

Month.	Quantity.	Value.
	Lbs.	£ s. d.
January	592,769	14,325 5 0
February.. .. .	376,993	9,110 13 3
March	715,354	17,237 14 5
April	1,194,049	28,856 3 8
May	1,392,672	31,431 4 10
June	2,202,976	53,237 12 5
July	1,432,303	34,613 19 9
August	455,624	11,011 7 11
September	115,743	2,797 2 5
October	106,523	2,554 6 1
November	80,422	1,943 10 3
December	209,158	5,064 13 0
Total, 1893	8,784,546	212,293 13 5
„ 1892.. .. .	3,671,203	88,720 14 9
Increase	5,113,343	123,572 18 8

The cultivation of coffee, which has of late years been lying dormant, has again attracted attention. One estate in the colony has devoted considerable capital and space to establishing on a proper basis the latest mechanical and horticultural improvements in coffee growing. The Liberia coffee is that which has heretofore produced the best results.

The following table shows the production in 1893, all of which was consumed locally:—

(1683)

Month.	Quantity.	Value.
	Lbs.	£ s. d.
January	445	19 9 5
March	207	9 1 2
May	144	6 6 0
June	2,725	119 4 5
July	1,883	82 7 8
August	7,750	339 1 3
September	2,859	125 1 8
October	889	36 14 2
November	1,325	57 19 5
December	3,488	152 12 0
Total, 1893.. .. .	21,665	947 17 2
„ 1892.. .. .	16,646	728 5 8
Increase	5,019	219 11 11

Gold.

The present field from which gold is obtained lies in the track of the supposed gold-belt, which runs north-east and south-west along the slopes of the Atlantic face of the broken mountainous system, which, passing from the basin of the Orinoco River in British Guiana towards the Amazon in Brazil, forms the high ground which lies at the back of the three Guianas.

The work of obtaining gold is, as a rule, carried on with local, not with outside, capital; and far more unfortunately, as a rule with local, not with outside, experience.

The present state of the gold industry, and the laws which govern it, are mentioned in Part III. of this report under their respective headings.

The United States of America, Holland, and Great Britain receive the entire output of Surinam gold.

The following table shows the monthly production, its value, and its comparison with the production of 1892:—

Month.	Quantity.	Value.
	Ounces.	£ s. d.
January	2,890	10,317 6 0
February	888	3,170 3 2
March	2,758	9,846 1 2
April	3,272	11,681 0 10
May	1,710	6,104 14 0
June	3,377	12,055 17 10
July	3,250	11,602 10 0
August	3,989	14,240 14 7
September	2,141	7,640 9 1
October	3,298	11,773 17 2
November	2,026	7,232 16 5
December	4,649	16,596 18 7
Total, 1893	34,248	122,262 8 10
„ 1892	33,714	120,358 19 7
Increase	534	1,903 9 3

The production of molasses in 1891 was 300,700 gallons. In 1892 the production was 338,006 gallons. It is estimated that the total for 1893 will exceed 350,000 gallons.

Most if not all of the molasses produced is exported to the United States of America and Holland.

Statistics are not obtainable showing the monthly production, or the total amount for the year.

The cutting and exportation of timber from the forests bordering the rivers is much neglected. So long as the trees are near the rivers, and can be easily floated after being felled, labourers may be found; but as soon as a comparatively small distance intervenes between trees and river, the work is abandoned. The more valuable constructional woods obtained here are greenheart and mora, and wallaba shingles for roofing. The possible supply of these and other excellent kinds of timber is enormous; but large districts are shut to enterprise, by the granting of huge tracts of timber-land for gold prospecting purposes, thus excluding the natural and evident source of wealth, for the problematical amount though greater value of gold. Of the ordinary timber obtained in the country, very little is exported, it being mainly used in the towns for repairing and constructing dwelling-houses, and being usually only cut when required for such purposes.

Letter-wood is the only fancy wood exported out of the many valuable and beautiful woods to be found. It is sent to Holland, France, England, and the United States of America.

From the following table will be seen the insignificant amount of letter-wood, for a pre-eminently timber country, sent from Paramaribo during 1893, exclusive of the amounts sent from Nickerie and the other timber districts of the colony:—

Month.	Quantity.	Value.
	Lbs.	£ s. d.
January	4,377	27 7 2
April	2,330	14 2 11
October	1,993	12 8 4
Total, 1893.. ..	8,700	53 18 5
„ 1892.. .. .	37,804	236 5 6
Decrease	29,104	182 7 1

It is unfortunate that no statistics have been published as yet on the production of Muscovado and Vacuum-pan sugar during the present year. The industry is one of premier importance to the province, and therefore no trade report is representative of the country without at least some mention of it. The value of sugar exported from this colony during the last 3 years has been as follows:—

Year.						Value.
						£
1890	..	..	..	..	..	151,035
1891	..	..	..	..	..	154,727
1892	..	..	..	..	..	96,643

The sugar crop of 1893 has been above that of 1892, and it is computed that the value will be about 140,000*l*.

The principal consumption of Surinam sugar is in the United States of America. For 1893 the following is an estimated distribution of the entire output:—

Country.						Value.
						£
United States..	..	..	..	..	..	90,000
Great Britain..	..	..	..	..	..	30,000
Holland	..	..	..	..	..	10,000
Demerara	..	..	..	..	..	10,000
Total						140,000

Imports.

In the absence of detailed information, it is impossible to specify the exact quantities and values of the different classes of merchandise imported. The Netherlands and the United States of America are the chief source of supply, while Great Britain and the British West India Islands also send a large proportion of the commercial requirements. Many merchants here also have agents in Demerara, from whom supplies are drawn whenever the local demands have exceeded the calculated wants.

The chief imports from Great Britain are biscuits, cereals, coal, cotton and linen tissues, cutlery, hardware, machinery for the sugar, cocoa, and coffee industries, and soap. The value of such importations, together with other minor articles, is about 40,000*l*. a-year. The value of the imports from the British West Indies and Demerara is about 50,000*l*. a-year.

Source of imports.

In the following list are shown the imports which form the chief mercantile transactions of the colony. The principal source of supply is shown, with the value from that source, together with the calculated total annual importation of each article.

Articles.	Principal Source of Supply.		Total Supply.
	Country.	Value.	Value.
Beer	Holland	£ 10,000	£ 12,000
Biscuits	Great Britain ..	1,750	2,900
Butter	Holland	15,000	18,000
Cattle	Barbados	4,500	6,500
Cereals	Great Britain ..	7,500	12,500
Cheese	Holland	9,500	9,500
Coal	Great Britain ..	10,000	10,000
Fish (salt and tinned) ..	United States ..	14,500	19,500
Flour	"	24,000	36,500
Hardware	Great Britain ..	3,000	3,500
Ice	United States ..	60,000	60,000
Leather goods	Holland	4,500	4,500
Machinery	Great Britain ..	9,000	11,000
Meats (tinned)	United States ..	37,500	47,500
Opium and ganya	Demerara	2,000	2,000
Paint and varnish	Holland	4,500	5,500
Paraffin oil	United States ..	8,500	14,000
Potatoes and onions	Holland	3,000	5,000
Rice	"	37,500	42,000
Sacks (empty)	"	4,500	5,300
Soap	Great Britain ..	2,500	4,000
Tea and coffee	Holland	2,500	4,200
Tiles and bricks	"	2,500	4,000
Timber	United States ..	2,500	4,500
Tobacco and cigars	"	5,500	11,500
Wines and spirits	Holland	30,000	36,000

In addition to the beer imported from Holland, about 3,000*l.* Beer. worth of English beer is obtained from Demerara annually, and a small quantity is sent from the United States of America. All the beer used in this colony is of the best quality, and retails at 1*s.* 8*d.* per quart bottle.

For some years past the biscuit trade of Great Britain has Biscuits. been competing with that of the United States of America, and now controls more than half the market. The United States trade is still 1,000*l.* a year. This is a line of business over which English manufactures might obtain a complete monopoly, were representation of our goods more thorough.

The butter trade is almost entirely in the hands of the Butter. Netherlands. Great Britain supplies butter valued at 2,000*l.* and the United States of America half that amount.

The importation of cattle is maintained by small sailing ships Cattle. trading between Surinam and the different West Indian Islands. Barbados sends cattle to this port valued at 4,500*l.* and Porto Rico sends 2,000*l.* worth annually.

Dried beans, peas, and corn are supplied by Great Britain, to Cereals. the extent of 7,500*l.* a year. There is also a supply from Holland and the United States which is worth over 5,000*l.*

The supply of cheese is exclusively Dutch, partly because of

the national taste, and partly because a Dutch cheese will not only travel well, but also maintain its qualities for an indefinite period.

Although English cheeses are appreciated in Europe, it is difficult to obtain an English cheese in the tropics which has not been spoiled by travel or heat. The art of packing English cheeses is one which might advantageously occupy the attention of our producers, for at present the method is far from satisfactory. It is usual to have an English cheese packed in a stone jar, the lid of which is secured by a superabundance of cement. In removing the cement the jar frequently is broken. At times the cement, and sometimes the jar itself, is found on arrival to be cracked and the contents spoiled. It may be that the solid appearance of the jar subjects it to rougher treatment than its strength warrants, or perhaps the cheese expands with the heat. But even when the jar and cement covering arrive in good condition, the contents are sometimes spoiled, or if good, are usually the consistency of cream. It must then be either frozen each time it is used, or else, where no ice is obtainable, eaten with a spoon. The latter process would be ridiculous, and the former is expensive, and together have almost completely ruined a trade which might otherwise be lucrative.

Coal.

The coal trade, amounting to 10,000*l.* a year, is British.

Cotton goods.

Manchester cotton goods maintain their premier position in the trade of this colony. German goods are imported to some extent, and goods from the United States are occasionally seen. The very cheapest quality of prints are those most in demand, and retail at prices varying from 1½*d.* to 4*d.* per yard.

Crockery and glass.

Crockery and glass are imported from Holland and England. Dutch goods are mostly preferred. The total trade is of little importance.

Fish.

Dried, salted, and tinned fish, to the value of 14,500*l.* is imported from the United States yearly, and from Demerara and Barbados to the value of 5,000*l.*

Flour.

Nearly all the flour consumed in this colony is produced in the United States, though some, valued at 10,000*l.*, is imported indirectly from Demerara and Barbados.

Hardware.

The importation of hardware and cutlery from Great Britain is satisfactory. Two representatives of British firms have visited this port during the year, and have both reported pleasing results in all classes of hardware. It is to be hoped that these commercial visits will continue, as the trade is considerable, and might be further turned into British channels. In this trade it is especially necessary to become acquainted with the local requirements, as it is only by personal knowledge that a manufacturer can place the right kind of goods attractively and profitably before the public.

Ice.

The whole of the ice trade, amounting to 60,000*l.* per year, is controlled by the United States. It is one of the principal importations of the colony. The ice is brought in sailing ships, usually from Boston. During the summer and autumn months

quantities of fruits and vegetables are brought as additional cargo. These fruits and vegetables are much appreciated by the community, high prices being frequently obtained.

There is only a small market for leather goods and boots and shoes. The natives require no shoes as protection, and consequently only wear them as decoration on certain festivities. The goods are imported from Holland, but are usually of French and German origin, and of inferior quality. The value of the trade is 4,500*l.* a year. The few hides imported are only such as are required for repairing boots and shoes and harness. Leather goods.

Machinery is imported from Great Britain, Holland, and the United States. The values of the respective imports are 9,000*l.*, 1,000*l.*, and 1,000*l.* a year. The goods from Great Britain consist of engines and patent devices for the preparation of sugar, cocoa, and coffee. Machinery.

Salt pork and salt beef, in barrels, are imported from the United States to the value of 37,500*l.* a year. The main consumption of these articles is among the labourers employed on plantations. The better qualities of meats in tins, for European residents, are imported from Great Britain (6,000*l.* a year), and from Holland (4,000*l.* a year). Meats.

Although the importation of opium and ganya is entirely from Demerara, the articles are not produced in that colony, but are imported by merchants in Georgetown and forwarded here as required. The Chinese merchants and labourers, and the Indian labourers maintain the trade. Opium and ganya.

Paint and varnish, together with pitch, tar, resin, tallow, and grease are obtained from the following sources: Holland, 4,500*l.*; Great Britain, 800*l.*; and the United States of America, 200*l.* Paint and varnish.

The paraffin oil used in this colony is entirely the production of the United States, though it is not all obtained direct from that source. The oil is principally imported in cases containing two 5-gallon tins each. The retail price of such a case is 10*s.*, or 1*s.* for each gallon of oil. Paraffin oil.

Potatoes and onions are supplied by Holland, Madeira, and the British West Indies, the value of the importations being 2,000*l.*, 2,000*l.*, and 1,000*l.* respectively. Potatoes and onions.

Rice forms the staple article of food for the British Indian labourers employed on the plantations in the colony. Javanese rice, to the value of 37,500*l.*, is imported annually through Holland, while only 4,000*l.* worth is imported from Great Britain and British possessions. Rice.

The cocoa exported from Surinam is packed in sacks before shipment, and during a good cocoa year, like the present one, enormous quantities of sacks are required. The trade in sacks is at present in the hands of Holland and Great Britain. Sacks (empty).

The supply of sauces and condiments is from Great Britain. The total consumption is inconsiderable from a monetary point of view. Sauces and condiments.

Blue mottled and common washing soaps are most in demand in Surinam, and are imported from Great Britain, Holland, and Soap.

the United States. The better qualities of scented toilet soaps are of French, English, Dutch, and German origin in about equal proportions.

Tea and
coffee.

Tea is obtained from Holland and Demerara. Coffee from Holland, the United States, Demerara, Curaçao, and Trinidad. The total importation of both articles is under 5,000*l.* a year. Coffee forms one of the staple productions of this colony, and native-grown coffee is consumed locally to a great extent.

Tiles and
bricks.

Fireproof tiles of French clay and slate tiles are imported from Holland (1,500*l.*) and from Great Britain (1,000*l.*), with occasionally small shipments from the United States. Bricks are very little in demand in this colony, as the superstructure of houses is entirely of wood, the bricks being only required for foundations. Such as are used are obtained from Holland and England.

Timber.

Surinam abounds in timber perfectly adapted to withstand the attacks of the insects and climate of the colony, but it is very hard and difficult to work, and is usually only rough-hewn, and employed as beams, floors, and outside walls of houses. White pine, pitch pine, and laths are imported from the United States for interior finishings.

Tobacco and
cigars.

Pressed tobacco in cakes and rolls is imported from the United States to the value of 5,000*l.* a year. Cigars of Dutch and German manufacture, of 6,000*l.* value, are obtained from Holland annually, and a few cigars are obtained direct from Havana.

Wine and
spirits.

French wines are imported from the following countries:—Holland (7,000*l.*), England (1,000*l.*), and Demerara (2,000*l.*). Spirits are obtained from Holland (22,000*l.*), Great Britain (1,000*l.*), and France (1,000*l.*).

Commercial
visits.

Although many of the importations of this colony are not of sufficient importance in themselves to warrant the representatives of British manufacturers visiting Surinam for the placing of any one speciality, there are, nevertheless, many small branches of business which might be taken in conjunction, and through one representative lead to beneficial results. Such, for instance, would be a combination of the trade in empty sacks, boots and shoes, paint and varnish, biscuits, butter, and cheese, each insignificant in itself, but all in the aggregate amounting to a trade of fair proportions. Many British productions are so superior to the corresponding productions of other countries exhibited for sale in this colony that were British articles more adapted to the tastes and requirements of the community, they could not fail to be appreciated.

Few English commercial travellers have in late years been seen in Surinam, while firms of other countries are represented by numerous and competent agents, who speak Dutch and take pains to ascertain the wants of their Surinam customers, and to supply them with articles which correspond in price and pattern with their requirements. The legislation of the colony offers no more favourable inducements to one country than to another, but British trade will not increase unless those who are principally interested show greater energy and adaptability in their efforts to meet the demands of the market.

The difficulties of late years in developing the foreign trade of Great Britain have been not so much that catalogues and price-lists were almost exclusively printed in English with values in sterling, but that where success has been met with by any definite design or finish in one part of the world, a certain amount of hesitation has been exercised in reconstructing the article to meet the peculiar local conditions of another part of the world. Adaptability forms such an important part of the general attractiveness of merchandise that without it many excellent productions remain unsold, while inferior articles attract attention. Adaptation.

Merchants might establish in Paramaribo a museum for the display of British wares, and although the support of such an institution would not necessarily obtain for exhibitors any immediate or direct return, it would be taken as a sign that British manufactures and merchants were not entirely neglected, and might help to recover the Surinam market from the apathy with which it has hitherto regarded British sources of supply. Museum for British goods.

Exports.

The exports of this colony consist of sugar, cocoa, molasses, gold, balata, and rum as principal articles, and bananas, cocoanuts, and fancy woods as subsidiary exports.

Under the heading of "staple productions," in this report, is given a list of articles grown or obtained in the colony during the year, from which table can be gathered the values and quantities of articles above-mentioned as exports.

The Surinaamsche Bank is the only institution of its kind in the colony, and holds the monopoly of issuing on behalf of the Government its own paper currency. Banks.

The rate of exchange on cheques, drafts, bills of exchange, &c., at sight on London, has varied from 3 per cent. discount to 2 per cent. premium during the year. Exchange.

During 1893, a factory has been established in Paramaribo for the manufacture of safety matches with wood sticks of the ordinary type. The wood used in the matches and for the boxes, and the printed paper wrappers, are all imported from Europe, the Surinam part of the enterprise consisting of putting the different parts together. The retail price of the matches is the same as those of foreign production, so that no direct benefit is obtained by the community from this new departure. Safety match factory.

II.—Shipping and Navigation.

The trade of Surinam is so well defined and limited, that little or no alteration takes place from year to year, either in the tonnage of ships or in the rates of freight obtained. Shipping.

The British shipping is limited to one steamship a month, and small colonial sailing vessels which trade between the West British shipping.

Indian Islands and the three Guianas. During 1893, the number of British ships entered at Paramaribo decreased 40 per cent. when compared with 1892, while the total tonnage increased 10 per cent. These figures show an increase in the size and quality of British ships which is most satisfactory. The British shipping at Paramaribo during the year, together with the British shipping at the port of Nickerie, is shown at the end of this report in Tables A, B and C.

Steamship
lines.

The following is a list of the regular lines of steamers calling at the port of Paramaribo:—

The "Direct Line" (Scrutton) from London and Southampton every four weeks *viâ* West Indian ports, Demerara and Berbice to this port, returning to England *viâ* such ports as may have offered freights during the outward journey.

The Netherlands, West India mail from Amsterdam every three weeks, and thence, *viâ* Demerara, Trinidad, four Venezuelan ports, Curaçao, and three ports in Hayti to New York. The same steamers return every three weeks by the above route to Surinam, and thence direct to Holland.

An annex steamer of the Compagnie Générale Transatlantique leaves Fort de France, Martinique, every four weeks (after the arrival of the European boat), and proceeds *viâ* Demerara and this port to Cayenne, returning over the same route to Martinique, where it connects with the ocean boat for Europe.

Freights.

The following table shows the rate of freights from Europe to Paramaribo, by the direct line of British steamers:—

FROM London or Southampton to Surinam.

Class I.			Class II.			Class III.			Class IV.		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
3	3	0	2	2	0	1	13	0	1	7	6

NOTE.—With 10 per cent. *primage* in every case.

The Dutch line, in place of a classified table of freights, has a separate price for each article.

The agents in this city of the French line of steamers are unaware of the prices charged by their company from Europe to Surinam, and a comparative table of freights between the English, Dutch and French lines cannot therefore be given. It may be mentioned, however, that the differences in charges by the three companies are not great, the Dutch line possibly being the highest.

Mail service

There are five European mails delivered in Paramaribo each month; one mail direct from the United States of America every three weeks, and 3 mails a month from the West Indian Islands.

There are about 200,000 pieces of mail matter sent from Surinam annually, and about 310,000 pieces received.

III.—*Population and Industries.*

The population of Surinam is about 56,000, of which 13,000 Population. are free or indentured British Indian immigrants engaged on plantations; about 8,000 are bush negroes and Indians only partly under the control of the Government of the colony; about 2,500 are British subjects from Demerara, Barbados, and the different West Indian Islands, and the remainder, about 32,500, are Europeans and natural born Surinamers.

The following table shows the rates of wages generally paid Rates of wages. throughout the colony during the year 1893:—

Occupation.		Amount.			
		From—		To—	
		£	s. d.	£	s. d.
Native labourers	Per day ..	0	1 0	0	3 4
Emigrant Indian labourers	„ ..	0	1 0	0	2 6
Native carpenters, painters, and colourmen	„ ..	0	1 8	0	4 2
Native servants and cooks	Per month..	1	5 0	2	10 0
Gardeners	„ ..	1	10 0	4	0 0
Grooms	„ ..	2	10 0	3	0 0

Although labourers are scarce, and sometimes unobtainable, Labour. there can be absolutely no question that there is a demand, at present practically unlimited, for manual labourers. The ordinary European manual labourers are, for climatic reasons, out of the question, but experience has shown that what may be called semi-tropical labourers, for instance, those from Madeira, the Azores, and Cape Verde Islands, are highly suitable for agricultural purposes. The Chinese and the West Indian and American blacks have been proved suitable for the harder kinds of work, and it seems certain that if so difficult, so climatically hazardous, and so hopeless an undertaking as that of Panama could attract labourers of this kind in abundant number, the development of Dutch Guiana might be made to draw sufficient of the same class for its needs. The policy of an increased importation of East Indians seems doubtful, for the physique of these, while it can be admirably adapted to certain phases of the sugar industry, and the general work of cocoa and coffee plantations, seems to unfit them for harder forms of labour. If at any time in the future, the cultivation of sugar and cocoa became unprofitable, a not at all impossible circumstance, the situation throughout the colony, with thousands of East Indians physically incapable of performing the harder and only forms of manual labour remaining, would become a most difficult one to solve.

The four seasons of the year are divided in Surinam Climate. into the small and great dry seasons and the small and great wet seasons. The small wet season commences in December and ends in January. The small dry season is in

February and March. The great wet season from April to July. The great dry season from August to November.

Rain. Rain falls on an average during 200 days of the year, and pluviometers show an average of about 95 inches of rain annually.

Epidemics. None of the epidemics common to the West Indies and the northern parts of South America have visited Surinam during the year, and as a consequence the public health has been fair.

Fevers The malarial fever and ague usually contracted in the colony is not of a virulent type, and is rarely in itself pernicious except when obtained during a prolonged residence in the interior bush lands and mining districts.

Among the lower classes, elephantiasis is very prevalent in a mild form; while leprosy, according to report, is secretly endured by many inhabitants. The latter disease is concealed as long as possible, owing to the segregation during latter years by the authorities of all cases discovered.

Lunatic asylum. A lunatic asylum is being built in the city, capable of holding at least 60 inmates. The establishment will be so arranged as to provide quarters for all classes, and it is hoped that everything will be in readiness to receive patients before the end of 1894.

Industries. Notwithstanding the considerable natural resources of the country, there exists little or no industry, except on the plantations bordering the rivers, where sugar, coffee, and cocoa are cultivated. The same forms of employment which occupied the inhabitants two or three generations ago continue to satisfy the ambitions of the present community. No new departures seem to be contemplated, and it is only occasionally that the agricultural possibilities of certain districts are investigated. Nearly every tropical production would thrive in the colony, but labour and capital are necessary before experiments can be made. This stagnation is partly owing to the great indolence, and in some districts the combativeness of the natives, who not only resist all civilising influences, but repel any attempts at the peaceable occupation of their country by others. The fertility of the soil and the opportunities for industries are undeniable, but the difficulties in the way of development have not as yet been surmounted, and no indications are apparent which allow the hope that in the near future any alteration from the present situation will occur.

Natives. The native population in the towns of Surinam is composed of the descendants of African slaves, many of whom have intermarried with the white creoles of the country. In the interior are to be found a few South American Indians, and numbers of aggressive bush negroes.

Negroes. The latter are descended from slaves who escaped from their masters before emancipation took place, and by hiding themselves in the bush and withdrawing from civilisation seem to have retained all the unpleasant instincts of their African ancestors. Many of the districts in which the bush negroes live are still unexplored, and little is known of the people's habits, customs, or numbers. Strange stories sometimes reach the coast of their

statures and propensities, but fear and exaggeration are so evident in the narratives that little can be believed.

The few Indians remaining in the colony are the descendants of the inhabitants of the land at the time of its discovery. They consist now of a few isolated groups of Redskins of the peculiar American race. Their present stage of civilisation, while perhaps far below the admirable special civilisation of some parts of Central America and Peru, is yet considerably above the bestial stage. The Guiana Red men seem to be of three more or less separate origins. Probably the oldest inhabitants are the Warraus, who lead a semi-amphibious life, without agriculture, and rather as fishers than as hunters. Where these people came from will possibly never be known. Of more certain origin were the second set (the Arawacks), who were driven southward from the West Indian Islands. After them came a whole series of Carib tribes, who were also forced southward from the West Indies. Just before the advent of the Europeans the last of these Carib tribes made its appearance, and its people were known as the "True Caribs."

In life and surroundings there is no great difference between any of the existing tribes. They live in small family groups, the mutual relations of the members being admirably regulated by a very decided though unwritten code. They pass perfectly simple lives, the happiness of which seems to be enhanced by the inevitable collisions with members of other tribes. A sufficiency of food is procured by hunting and fishing and a primitive kind of agriculture. Clothing is a question of the future. Their houses are of the simplest, but exactly what is required, and the furniture is usually a hammock.

The gold produced in this colony is obtained exclusively from washings of alluvial deposits.

Before the upheaval of the present system of mountains there existed a number of large rivers which presumably originated in the ancient mountain range of the boundary, and flowed north and east into the sea, across such part of the colony of Surinam as was at that period above the level of the ocean. No remains of these rivers are to be seen now, except in the old river beds which are occasionally marked on the present surface, and may be faintly traced for miles across the lowlands, and over the ridges of the existing mountains.

It is in the detritus of these ancient river courses that the alluvial gold is searched for. A shaft is usually sunk a few feet deep through the modern surface soil, and from this shaft a run is made across the bed of the stream from one bank to the other, the promising deposits being removed to the water races for treatment.

Good prospects for sluicing operations are to be found, according to rumour, in a number of the old river-beds which traverse the colony from south to north, and as water is plentiful, there should be no difficulty in constructing water races. All that may be said at the present, however, is that alluvial deposits

of gold have been found in certain parts of the colony, and that if efficiently dealt with they may in time prove of commercial value to the prospectors.

Such was the force of the pre-historic rivers mentioned, that gold-bearing quartz boulders of many feet in diameter are sometimes found on the river bottoms, miles and miles away from any rocky formation or their evident place of origin. The owners of the concessions on which these boulders are found, frequently blast the rocks for samples and assaying; and from these samples of quartz, exhibited throughout this colony and sometimes sent to Europe and the United States, have arisen the erroneous ideas that gold mines have not only been found, but for some years past formed, in their development, a staple industry for the community of Surinam.

But up to the present time there is absolutely no gold mining in this country, when considered in the sense of refining gold obtained from quartz reefs by the sinking of shafts. In some of the mountain ranges still unexplored, it is thought that veins of auriferous deposits exist, but the idea is purely conjectural, and based on the fact that similar looking mountains in Brazil are gold-producing, and in their formation are geologically the same as the mountains here. The argument, however, is by no means incontestable.

It is only necessary to add that the mineralogical possessions of the colony are completely unknown, and so long as the aggressiveness of the natives remains unchecked, this branch of natural wealth will continue unexplored and unproductive.

Gold laws.

During the year a project has been brought before the Government, whereby a royalty is to be paid to the authorities on all gold obtained, instead of paying, as at present, an export duty on such gold as may be sent out of the country. This measure has been proposed with the idea of putting a stop to any smuggling which may be practised, and in the hope of obtaining more exhaustive returns on the real gold-producing capabilities of the country.

The gold laws of Surinam, in general, neither invite nor warrant the importation of foreign capital. There is nothing prohibitive in the enactments, and the industry is in no way coerced, but on the other hand, nothing is done to facilitate such privileges as are expected in every mining district. On account of this very primitive state of the mining laws, there is nothing attractive and no protection to show a foreign capitalist for his money; and companies which might otherwise have been formed years ago, have endeavoured in vain to obtain subscribers. The more unfortunate part of the difficulty is that the present system must continue. The ancient code of the country, which is the basis of the entire Government, must be maintained at all costs, and as it dates from a period prior to the universal desire of prospecting, can hardly be expected to meet the peculiar modern requirements and expectations of the gold mining industry. No system of practical mining laws, when considered in conjunction with mining

laws of the gold-producing countries of the world, can ever be passed in this colony without a reconstruction of the ancient code. To reconstruct the code is impossible, and consequently the advantages which capital has modernly learned to expect in mining enterprises, must always be excluded when contemplating the gold-mining inducements of Surinam.

IV.—*Public and General Works.*

The departmental improvements in Surinam seldom form an important part of the budget expenditures of any year: such works as are undertaken being more the result of circumstantial necessity than of contemplation. This state of affairs is most likely due to the fact that the colony is not self-supporting, and is therefore hardly in a position to propose expensive alterations, however appropriate they might be.

During the latter part of the year, a survey was made of the coast at Coronie (a post 70 miles west of Paramaribo) with the view of constructing, if possible, a water communication for vessels. The district of Coronie contains a number of sugar and cocoa plantations which at present depend upon canals and small boats for the shipment of the produce, and a harbour would benefit trade in decreasing freights. It was proposed to connect a bank near the coast to the mainland by a dyke or wall, and in the water thus surrounded to form a practical roadstead. The survey, however, proved that the bank was much further from the mainland than was anticipated, and the project has consequently been abandoned.

Harbour
survey at
Coronie.

The question of transport must always prove a difficult one in so large a country as Surinam, where rivers form the only communication to outlying districts. The balata and gold industries are to a great extent retarded in their development, owing to the expense and frequent loss entailed in forwarding necessary supplies of provisions and tools to the centres of labour.

Transport.

Roadmaking and repairing do not progress rapidly. A few prisoners are sent daily to dig trenches and repair roads in the neighbourhood of the town connecting some of the larger plantations in the urban districts; but roads to the gold mines, balata fields, or distant estates are as yet a question of the future from a Government point of view.

Roads.

In some of the more prosperous rural districts, however, private enterprise has found roads to be absolutely necessary and has constructed a few, and communication between different points is thus maintained where otherwise, owing to the luxuriant undergrowth, the country would be impassable. All intercourse beyond the limits of these conveniences has to be arranged and carried out by the personal enterprise of the traveller. Taking the nature of the country into consideration, it will be evident that almost all journeyings into the interior have to be accom-

plished in boats, which, on account of shallow reaches in the rivers, are almost necessarily small. It is obvious that the wealth of the interior, whatever this may be, cannot be tapped remuneratively by private individuals while no better means of communication exist.

A certain amount of discussion has taken place, both as to what communications should be opened up and how these may be best made; and in this discussion there has been a good deal of confusion of the general question of the opening up of the whole country for any and every purpose of utility, and the much narrower question of opening communication with those goldfields which happen to be at present worked. The wider question of communications to be made throughout the colony, in order to allow of the discovery and working of yet other fields of industry, seems to have been, in popular discussions, if not actually lost sight of, yet left so much in the background as to obscure the whole question.

CAYENNE.

Mr. Vice-Consul Wacongne reports as follows:—

I.—*Trade and Commerce.*

The trade and commerce in the Consular district of Cayenne during the year 1893 has been about the same as in the year 1892.

Imports and
exports.

As will be seen from the following table, a small decrease has taken place in the value of goods imported, and a small increase has been made in the value of productions exported from the colony.

RETURN showing the Value of Trade at Cayenne in 1893,
compared with the Trade during 1892.

Years.					Imports.	Exports.	Total.
					£	£	£
1892	..	..	..	..	410,184	199,345	609,479
1893	..	..	..	..	316,817	205,478	522,295
Decrease	..	..	..	..	93,317		87,184
Increase	..	..	..	..		6,133	..

Business
community.

The commercial affairs of Cayenne are maintained by 23 first-class licensed merchants, who have the exclusive right of being consignees, and 80 second-class licensed merchants, nearly all of whom are dealers and general shop-keepers. The personnel of the latter is composed of Indians, Chinese, and free convicts. At

the present time there are, according to the register, 23 Indian and 15 Chinese shopkeepers.

The wholesale business of the first-class merchants is in the importation of provisions, oils, wines, liquors, cotton goods, cutlery and tools, and all articles necessary to meet local requirements and consumption.

The principal sources of supply are France, the Leeward Islands, and the United States of America. Origin of imports.

Molasses is chiefly imported from Demerara. Molasses.

Refined and crystallized sugars are imported from the French West Indies and Trinidad. Sugar.

Coffee is obtained in small quantities from the Leeward Islands, France and the United States of America. Coffee.

No statistics are procurable of the value or quantity of importations. Statistics.

From all points of view, Cayenne is badly off in the necessities of life. Since the plantations which formerly supplied provisions have been abandoned, fresh vegetables are expensive and difficult to obtain, and the state of the poorer classes is at times most miserable.

The principal articles exported from Cayenne are gold and cocoa; the latter being insignificant, however, in comparison with the former. Exports.

The quantity of native rough gold exported from French Guiana during 1892 was 46,082 ounces. The amount obtained in 1893 was 46,879 ounces. Gold.

The quantity of cocoa shipped to France and the United States of America in 1891 was about 25,000 lbs., since which period, owing to the scarcity of labour, the production has perceptibly fallen, until at the present time the annual production is not more than 12,000 lbs. Cocoa.

II.—Shipping and Navigation.

The shipping of this port when compared with the shipping of last year has decreased both in numbers and tonnage, as will be seen from the following table. Shipping.

COMPARATIVE Table of Vessels Entered and Cleared at the Port of Cayenne during the Years 1892–93.

Years.	Entered.		Cleared.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1892	105	31,186	103	32,014	208	63,200
1893	101	29,329	96	27,177	197	56,506
Decrease	4	1,857	7	4,837	11	6,694

- Harbour.** The harbour of Cayenne offers a good and secure anchorage for vessels, though owing to the bar at the mouth of the bay, ships drawing more than 12 feet are unable to enter.
- Dues.** Harbour, pilot, river and anchorage dues are rather low, and might be estimated all told at 2*s.* per ton for vessels under 500 tons.
- Lighterage.** The loading and discharging of ships is done by lighters. The charges are from 4*s.* to 5*s.* per ton. A lighterman's pay is 4*s.* or 4*s.* 6*d.* a day.

III.—*Population and Industries.*

- Districts.** French Guiana is divided into 14 districts exclusive of the Government penal settlements.
- Population.** The total population is 23,863. The city of Cayenne contains 11,000 people. The other more thickly settled districts are Mana, Kourou, Sinnamary and Roura.
- Climate.** The reputation of malignancy which the climate of this colony bears is founded on exaggeration.
- Industries.** Since the discontinuation of Indian immigration, all the sugar plantations have been either abandoned or turned to other uses, with the exception of the factory maintained by the Penal Guardians (Administration Pénitentiaire) at St. Maurice in the Maroni district. This factory grinds sugar-cane grown on the plantations purposely granted near and around the factory. The sugar and rum produced are consumed at the factory at the settlement stations, or sent to St. Laurent, St. Louis, St. John, Kourou, Safety Island or Montagne D'Argent.
- Three factories are busily employed in distilling rum and molasses from produce imported from Demerara. The essence of rosewood is also produced. The amounts produced in these factories are sufficient to meet the local requirements.
- Boundaries.** The boundaries of French Guiana are not as yet definitely settled, owing to disputed territory claimed both by France and Brazil.
- Extent.** The remainder of the colony occupies an area of about 18,000 square miles; watered by 22 rivers, and covered to a great extent by large forests.
- Timber.** The timber found in these forests is valuable for all sorts of construction, and is perhaps unsurpassed in durability and beauty, more especially those woods generally employed in the manufacture of household furniture and decorative interiors.
- The following is a list of the principal ordinary timbers found:—Wacapon, balata, rosewood, greenheart, Angélique, St. Martin, ironwood, lignum-vitæ, mario congo, montouchi, locust-tree, bagasse, violet wood.
- Fancy woods.** The principal fancy woods are:—Satin wood, letter wood, boci, panacoco, grey satin, red satin, cedar, serpent wood, patawa.
- Balata.** Although the balata tree is found in many parts of the colony,

very few attempts are made to develop the balata industry. The principal district in which the herea guianensis is found is at the head of the Oyapock River.

The principal rivers of the colony and those which are navigable for a greater part of their course are the following :—Maroni, Mana, Kourou, Sinnamary, Onanary, Approuague, Oyapock and Cayenne.

The number of highways and roads connecting the different districts is ten, and, excepting those in the vicinity of the capital, are all in very bad condition. Communication with districts having no roads is made by sea or river.

Table A.—RETURN of British Vessels Entered at the Port of Paramaribo during the Year ended December 31, 1893.

From—	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
London	10	10,671	...	...	10	10,671
Demerara	...	...	24	1,271	24	1,271
Barbados	...	...	17	1,184	17	1,184
United States	...	...	5	971	5	971
Nickerie	...	...	1	70	1	70
India	...	...	2	2,741	2	2,741
Berbice	1	1,024	...	...	1	1,024
Bolivar	...	...	1	54	1	54
Total	11	11,695	50	6,291	61	17,986

Table B.—RETURN of British Vessels Cleared from the Port of Paramaribo during the Year ended December 31, 1893.

To—	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Demerara	8	8,324	24	2,660	32	10,984
Barbados	...	...	21	1,906	21	1,906
Trinidad	...	...	2	124	2	124
United States	...	...	1	172	1	172
Guadeloupe	...	...	1	1,272	1	1,272
Berbice	1	1,024	...	...	1	1,024
St. Lucia	2	2,347	...	...	2	2,347
Total	11	11,695	49	6,134	60	17,829

Table C.—RETURN of British Shipping at the Port of Nickerie during the Year 1893.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.			Total Tonnage.			Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	Total Number of Crews.
24	2	26	581	134	715	650	65	715	165
									£ ...

Indirect or Carrying Trade in British Vessels from and to other Ports.

Entered.					Cleared.				
Number of Vessels.			Tonnage.			Number of Vessels.			Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	Number of Crews.
...	...	1	...	...	...	...	...	70	...
Port whence Arrived.						Port to which Departed.			Value of Cargoes.
Paramaribo ...						Paramaribo ...			£ ...

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ON THE
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NORWAY.

CHRISTIANIA.

Consul-General Michell to the Earl of Rosebery.

My Lord, *Christiania, December 1, 1892.*
I DEEPLY regret that in the pressure of business at this Consulate-General, and under circumstances beyond my control, it has been physically impossible for me to complete earlier the enclosed Report on the Trade of Norway in 1891.

I have, &c.
(Signed) T. MICHELL.

Report on the Trade of Norway for the Year 1891.

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NOTE.—The following are the rates of conversion used in this report—

18 kroner	= 1 <i>l</i> .
1,000 kilogrammes	} = 1 ton.
10 hectolitres	
100 litres.. .. .	= 22 imperial gallons.

General Trade.

The aggregate weight of the goods exchanged between Norway and foreign countries in 1891 is officially computed at 402,500 tons, of which 191,000 tons were imports and 211,500 tons exports. Weight and value of imports and exports.

Compared with the two preceding years, the estimated weight and value of Norwegian imports and exports have been as follows:—

Year.	Weight.			Value.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	Tons.	Tons.	Tons.	£	£	£
1889	182,200	218,000	400,200	10,844,400	7,372,200	18,016,600
1890	179,100	216,700	395,800	11,594,400	7,283,300	18,877,700
1891	191,000	211,500	402,500	12,388,800	7,244,400	19,633,200

The relatively higher value of the goods imported in 1891 is attributable, chiefly, to the high price of corn. The trade returns of Norway have not previously shown a value so considerable in respect of imports, while that of the exports remained at about the same amount as in 1889 and 1890.

As regards the aggregate weight of imports and exports, its increase in 1891 was about 3·26 per cent., that of the imports and exports having severally been 10·34 per cent. increase, and 2·40 per cent. decrease.

In value the imports of 1891 show an increase of nearly 7 per cent., and that of the exports 0·53 per cent.

The Norwegian "balance of trade" is not affected by goods alone. The earnings of the shipping trade exercise an important influence on it. Those earnings, in 1891, could not, however, possibly have counterbalanced the excess in the value of imports over exports, which amounted to more than 5,000,000*l.*, whilst the corresponding average for 1886–90 was only slightly above 2,500,000*l.*

The money left in the country by an ever-increasing stream of tourists and sportsmen (about 20,000) has also had some effect in diminishing the fictitious "balance of trade" against Norway. Tourists.

The amount of bullion held by the Bank of Norway fell in 1891 to about 2,000,000*l.*, the fall in 1890 having already been from 2,620,000*l.* to 2,161,000*l.*

Imports.

The imports of the last 3 years were:—

Year.				Quantity.	Value.
				Tons.	£
1889	..	..	..	4,362	1,863,100
1890	..	..	..	3,943	1,843,609
1891	..	..	..	4,369	2,694,972

Cereals.

The quantity imported in 1891 was considerably larger than that which is required in an average year, but, nevertheless, much smaller than in 1888. As already shown, the value of these imports was higher than in the year preceding, owing to a rise in price, as the result of the failure of the rye crop in Russia, and of the subsequent prohibition (in August) of all exports of corn from that Empire.

Textile goods. If yarn and thread, rope, &c., be included, the imports under this head amounted to:—

Year.					Quantity.	Value.
					Tons.	£
1889	..	..	..	..	8,881	1,598,361
1890	..	..	..	..	9,180	1,679,388
1891	..	..	..	..	8,961	1,568,272

Colonial goods.

The total imports of these have been as follows:—

Year.					Quantity.	Value.
					Tons.	£
1889	..	..	..	..	33,369	1,191,588
1890	..	..	..	..	35,258	1,289,883
1891	..	..	..	..	40,357	1,277,894

The principal articles classed as colonial goods were:—

Articles,					Quantity.		
					1889.	1890.	1891.
					Tons.	Tons.	Tons.
Coffee..	..	..	..	..	7,714	8,094	8,011
Sugar..	..	..	..	..	13,606	14,951	16,054
Molasses	..	..	..	..	6,508	6,918	10,337
Tobacco, in leaf	..	..	..	..	1,844	1,722	1,893

Edibles.

The mean rate of the consumption of these articles per head of the population has progressed since 1889, especially in the case of sugar and molasses.

Amongst these butter, bacon, and meat are the most important.

Butter.

The importation of butter has decreased since 1886 in quantity, and value for a still longer period. The importations were:—

Year.					Quantity.	Value.
					Tons.	£
1889	..	..	..	..	2,802	205,072
1890	..	..	..	..	2,849	201,528
1891	..	..	..	..	1,963	154,378

Of which, in 1891, 330 tons were margarine.

Since 1878 considerable quantities of Norwegian margarine and genuine butter have been exported, viz. :—

Year.					Quantity.	Value.	Quantity of which Genuine Butter.
					Tons.	£	Tons.
1889	..	..	..	..	1,610	100,927	258
1890	..	..	..	..	1,545	95,239	211
1891	..	..	..	..	2,304	156,333	349

BACON AND MEAT IMPORTS.

Year.					Quantity.	Value.
					Tons.	£
1889	..	..	..	..	10,565	331,417
1890	..	..	..	..	15,569	429,183
1891	..	..	..	..	12,181	339,194

In later years part of these imports, an average of 1,230 tons to 1,476 tons, have been re-exported to Sweden, chiefly via Trondhjem. In 1891 the weight of the bacon imported was 7,219 tons, and its value about 333,333%.

The import value of metallic goods in 1891 was 1,008,128%, of Metallic which 530,373% related to raw or half-wrought metals, and goods. 477,755% to worked metals.

In the former group 373,200% are included for pig-iron, steel, bar-iron, and iron plates (6,185 tons). The importation was considerably in excess of that in 1890, but very nearly the same as in 1889. Pig-iron represented 22,255 tons, or considerably more than the average of 1886-90 (15,283 tons). The importation of bar-iron in 1891 was 27,271 tons, the average of 1886-90 having been 20,028 tons; that of iron plates (10,590 tons) was also much greater than usual.

The importation of alcohol and spirits of wine, which for a Alcohol and series of years had been very limited and, on the whole, on the spirits of decrease (except in 1888), rose in 1890, and still more considerably wine. in 1891, without, however, reaching the point attained in 1888. The export under this head, which rose greatly in 1890, decreased to less than half the quantity in 1891.

Exports.

The two chief articles of export, viz., products of forestry and produce of fisheries, in their relation to the total exports, as regards their value, is expressed in the following percentages :—

Year.	Forest and Fishery Products.	Other Products.	Re-exports.	Total.
	Per cent.	Per cent.	Per cent.	Per cent.
1889	71·10	23·80	5·10	100
1890	69·50	25·40	5·10	100
1891	68·35	26·82	4·83	100

Hewn timber. The exportation of hewn timber was relatively large in 1891; that of pit-props, mining timber, and other round wood was considerably in excess of the figures for preceding years, excepting 1889 and 1890.

Staves. Staves were shipped to about the same extent as in previous years.

The prices obtained for timber in 1891 were, on the whole, about 6 per cent. lower than in 1890.

Wood-pulp. The exportation of wood-pulp and cellulose has been as follows :—

Year.	Quantity.
	Tons.
1889.. ..	178,140
1890.. ..	188,947
1891.. ..	208,593

These figures do not include Swedish wood-pulp or cellulose, of which 17,189 tons were exported in 1891 from Norwegian harbours.

Of cellulose alone the shipments amounted to 25,441 tons of Norwegian manufacture, and 891 tons of Swedish manufacture.

Fishery products. With regard to the second great branch of the exports of Norway, viz., the produce of the fisheries, its development may be summarised as follows :—In 1889, an increase in quantity, but somewhat lower prices; in 1890, quantity about the same, but somewhat higher prices; in 1891, great decrease in quantity, but much higher prices.

Split and dried cod, &c. The export of “klipfisk” (split cod), the chief product of the fisheries, has been as follows :—

Year.					Quantity.
					Tons.
1889	..	..	..	..	47,479
1890	..	..	..	..	55,577
1891	..	..	..	..	45,070

Of dried cod and haddock the exports were:—

Year.					Quantity.
					Tons.
1889	..	..	..	..	18,347
1890	..	..	..	..	18,566
1891	..	..	..	..	14,400

The demand for this article was limited, but prices were higher ^{Roe.} than in 1889 and 1890.

The trade in train oil was rather more favourable than in 1890. ^{Train oil.} Medicinal steam-purified oil rose 25 per cent. from the low price to which it had fallen in 1890. There was also a small advance on the price given for pale oil.

The quantity of oil of every kind produced in 1891 was smaller than in 1890.

The exportation under this head has been as follows:—

^{Herrings, salted.}

Year.					Quantity.
					Tons.
1889	..	..	..	..	105,500
1890	..	..	..	..	82,900
1891	..	..	..	..	78,500

The export value of other fish in 1891 was:—

^{Fish, other.}

Description.					Value.
					£
Salmon, fresh	..	..	..	..	77,000
Mackerel	..	..	..	..	11,300
Herrings	..	..	..	..	37,600
Fish, other, fresh	..	..	..	..	14,500
Herrings, smoked	..	..	..	..	17,300
Anchovies	..	..	..	..	18,200
Lobsters	..	..	..	..	21,100

Its exportation in 1891 is officially valued at 49,700*l*.

^{Fish guano.}

The following is a list of most of the articles of which the export value in 1890 and 1891 exceeded 500,000 kroner (27,800*l*.):—

Articles.	Value.	
	1890.	1891.
	£	£
Nails	185,200	192,050
Butter, ordinary	21,100	36,900
„ margarine	74,100	119,500
Skins	140,400	143,950
Paper and cardboard	98,800	181,700
Woollens	148,600	127,300
Milk, condensed	111,800	119,100
Copper, refined, and old metal	59,300	61,200
Cotton goods	73,100	60,400
Oats	12,600	55,100
Mineral ores	70,700	53,600
Ice	70,600	40,500
Stone, hewn	45,500	41,400
Apatite	55,055	20,100

THE Total Norwegian Imports and Exports for the Years 1889-91 are grouped as follows by the Central Statistical Bureau, Christiania, in its Report issued in 1892.

Groups of Goods.	Imports.			Exports.		
	1889.	1890.	1891.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Animals, live	3,452	4,179	4,637	3,002	1,978	1,671
Edibles (animal kingdom)	17,491	23,439	20,646	189,790	180,141	163,529
Cereals, &c.	306,664	278,332	308,099	4,027	4,816	10,632
Colonial goods	33,369	35,253	40,357	1,966	1,778	1,264
Fruits, plants, &c.	7,246	7,359	7,779	1,064	1,666	2,125
Alcohol and other drinks	2,849	3,268	4,224	1,288	1,541	933
Spinning materials	8,642	9,094	9,623	1,641	1,727	1,634
Yarn and thread, cordage, &c.	2,581	2,991	3,033	481	713	623
Manufactures for spinning materials	6,249	6,189	5,923	1,433	1,361	1,234
Hair, feathers, skins, bones, &c.	8,158	9,670	9,453	28,441	34,752	21,341
Hair, feathers, skins, bones, &c., manufactured	190	206	226	13	18	21
Tallow, oil, tar, gum, &c.	27,124	27,875	29,995	22,369	25,175	20,720
Tallow, oil, tar, gum, &c., manufactures of	971	899	917	214	241	216
Timber, raw or half-worked	133,687	120,161	144,333	1,112,878	1,026,696	1,063,191
Timber, worked	15,582	24,957	21,881	201,642	216,653	233,347
Colours and paints	4,810	4,675	4,573	174	394	231
Vegetable materials, other	9,532	11,467	13,321	6,332	11,697	14,639
Paper, and manufactures of	3,393	4,131	4,777	6,236	8,759	12,635
Vegetable materials, other manufactures of	380	354	368	23	20	33
Minerals, raw	1,010,179	927,505	1,057,974	530,058	577,956	499,517
„ worked	14,656	16,229	19,694	50,037	68,502	48,992
Metals, raw and half-worked	60,826	52,026	59,176	3,748	5,780	5,128
Metals, worked	14,413	16,851	18,876	9,160	10,299	10,430
Ships, cars, machines, &c.	128,024	142,597	109,133	3,610	4,723	10,157
Goods not included above	1,381	1,169	852	322	285	244
Total quantity	1,822,149	1,730,581	1,909,900	2,179,929*	2,167,681†	2,115,437‡
Total value	£ 10,644,894	11,592,161	12,390,200	7,370,505	7,283,139	7,243,483

* Of which 32,680 tons (value 375,480*l.*) Swedish, &c.

† „ 37,684 „ („ 370,244*l.*) „

‡ „ 34,666 „ („ 350,022*l.*) „

TABLE showing the Relative Value of the Trade of Norway
with Foreign Countries.*

Number.	Countries.	Computed Value.			
		Average of 1876-80.	1889.	1890.	1891.
		£	£	£	£
	A.—IMPORTS.				
1	Great Britain and Ireland ...	2,332,530	3,332,550	3,673,790	3,501,800
2	Germany	2,392,290	2,669,340	3,054,720	3,120,400
3	Sweden	724,150	1,209,050	1,284,700	1,410,920
4	Russia and Finland	941,460	1,121,590	1,151,450	1,380,020
5	Countries not in Europe ...	253,630	448,760	533,970	874,590
6	Denmark	937,520	511,800	520,990	669,780
7	Holland	357,100	415,320	447,490	462,580
8	Belgium	137,480	342,380	362,220	350,760
9	France	386,390	261,390	324,070	319,190
	B.—EXPORTS.				
1	Great Britain and Ireland ...	1,820,370	2,422,270	2,347,220	2,390,490
2	Sweden	648,610	1,147,130	1,090,630	1,055,690
3	Germany	935,500	947,090	1,012,610	890,470
4	Spain	548,590	654,070	665,230	747,750
5	France	466,060	444,670	393,750	547,550
6	Holland	327,670	352,760	345,730	331,380
7	Countries not in Europe ...	100,730	340,480	324,740	310,760
8	Denmark	289,620	264,430	294,770	284,950
9	Belgium	135,470	334,470	296,040	264,460
10	Italy and Austria	182,400	205,640	247,750	167,900
11	Russia and Finland	188,930	204,600	171,960	165,220
	C.—COMBINED IMPORTS AND EXPORTS.				
1	Great Britain and Ireland ...	4,152,900	5,754,820	6,021,010	5,892,290
2	Germany	3,327,790	3,616,430	4,067,330	4,020,670
3	Sweden	1,372,760	2,356,180	2,375,330	2,466,610
4	Russia and Finland	1,130,390	1,326,190	1,323,410	1,545,240
5	Countries not in Europe ...	354,360	789,240	868,710	1,185,350
6	Denmark	1,227,340	776,230	815,760	954,730
7	France	842,440	706,060	717,820	867,040
8	Spain	592,410†	704,740§	701,040¶	828,980††
9	Holland	684,770	768,070	793,220	784,260
10	Belgium	272,950	676,860	658,260	615,220
11	Italy and Austria	204,270‡	252,620||	309,680**	226,780††

* Extracted from the trade report of the Central Statistical Bureau, Christiania, 1892.

† Including imports, 43,820l.

‡ 21,870l.

§ 56,670l.

¶ 46,980l.

|| 35,810l.

** 61,930l.

†† 81,230l.

‡‡ 68,880l.

TABLE showing the Proportion in which Foreign Countries participate in the Trade of Norway.*

Number.	Countries.	Proportion per Cent. of Value of Trade.			
		Average of 1876-80.	1889.	1890.	1891.
A.—IMPORTS.					
1	Great Britain and Ireland	26.9	31.3	31.7	28.26
2	Germany	27.6	25.1	26.4	25.27
3	Sweden	8.4	11.4	11.1	11.39
4	Russia and Finland	10.9	10.5	9.9	11.14
5	Countries not in Europe	2.9	4.2	4.6	7.06
6	Denmark	10.9	4.3	4.5	5.41
7	Holland	4.1	3.9	3.9	3.65
8	Belgium	1.6	3.2	3.1	2.83
9	France	4.3	2.5	2.8	2.58
B.—EXPORTS.					
1	Great Britain and Ireland	31.7	32.9	32.2	33.00
2	Sweden	11.3	15.6	15.0	14.57
3	Germany	16.3	12.8	13.9	12.29
4	Spain	9.6	8.9	9.1	10.32
5	France	7.9	6.0	5.4	7.56
6	Holland	5.7	4.8	4.7	4.57
7	Countries not in Europe	1.8	4.6	4.5	4.29
8	Denmark	5.0	3.6	4.0	2.93
9	Belgium	2.4	4.6	4.1	3.65
10	Italy and Austria	3.2	2.8	3.4	2.32
11	Russia and Finland	3.3	2.8	2.4	2.28
C.—COMBINED IMPORTS AND EXPORTS.					
1	Great Britain and Ireland	28.8	31.9	31.9	30.01
2	Germany	23.1	20.1	21.6	20.48
3	Sweden	9.5	13.1	12.6	12.56
4	Russia and Finland	7.8	7.4	7.0	7.87
5	Countries not in Europe	2.5	4.4	4.6	6.04
6	Denmark	8.5	4.3	4.3	4.86
7	France	5.3	3.9	3.8	4.42
8	Spain	4.1	3.9	3.7	4.22
9	Holland	4.8	4.3	4.2	3.99
10	Belgium	1.9	3.7	3.5	3.13
11	Italy and Austria	1.4	1.4	1.6	1.16

* Extracted from the trade report of the Central Statistical Bureau, Christiania, 1892.

*Notes on the Fisheries in Norway.*Fishing
industry in
general.

Although the annexed reports of the British Vice-Consuls in Norway give much information on the subject of local fisheries, the following condensed account of the Norwegian fisheries in general, taken from a local journal, will serve to supplement them.

The figures are only approximately correct, and do not in many cases agree with the official statistics more recently published.

The yield of the coast fishery in 1891 may be shortly described as small but good, and the traffic in fish produce as lively and profitable.

Unusually small quantities of cod and herring were obtained on the chief fishing grounds, but larger catches were made in the waters less generally frequented.

Although for a short time low prices were realised in the fresh fish markets at home and abroad, yet, on the whole, the fishermen did well. The fishing industry was indeed very successful in 1891, owing to a calm state of the market, to little fluctuation in prices, and to brisk transactions. Only towards the end of the year the trade became somewhat dull, especially in herrings, owing to the unexpected takes of winter fish, which caused prices to fall, and inflicted loss on some dealers.

The average take of cod during the previous five years Cod. amounted to 59,000,000 fish, valued at about 694,500*l*.

In 1891 only 46,500,000 fish were caught, of the value of 865,550*l*.

The relative smallness of the take last year was doubtless due to the continued interruption of the fishery by storms for about three weeks (in February) along the entire coast, from Stat to the bounary of Finmarken. To the south of Stat the fishing was somewhat better. The Stavanger fisheries, which of late years have come into notice, still promise well, and the waters, which in olden days yielded valuable products, but which subsequently became worthless, have again been fished with excellent results.

The Romsdal fisheries, including those of Søndmore and Romsdal Aalesund, yielded poor returns, having been short by about fisheries. 1,750,000 of the average takes (8,000,000) during the preceding five years.

The Nordland and Lofoten fisheries also yielded poor returns, Nordland and as will be seen from the following table:— Lofoten fisheries.

District.	Million Fish.	
	1890.	1891.
Finmarken	13·7	12·0
Tromsø	1·7	1·0
Lofoten	30·0	21·0
Outer Lofoten	5·7	3·6
Nordland, other parts of ..	0·8	0·5
Romsdal	8·1	6·3
Other districts	3·4	2·0
Total	63·4	46·4

By the middle of March 30,378 fishermen were engaged in the Lofoten fisheries.

Of the 21,000,000 cod taken by them, about 19,000,000 were salted, while the remainder were dried. An unusually large quantity of cod liver oil (medicinal) was obtained, owing to the fish yielding much liver. On the other hand, very little roe was produced, prices having been so low that the fishermen did not find it worth their while to attend much to that branch of industry. Owing likewise to the low prices for train oil, it was deemed more advantageous to produce more of the finest quality of fish-oil.

The following table shows the quantities of roe, medicinal cod-liver oil, and train oil obtained during the last three years:—

Year.	Roe.	Medicinal Oil.	Train Oil.
	Tons.	Tons.	Tons.
1889	19,500	13,000	14,500
1890	24,000	16,700	37,500
1891	19,500	18,200	14,000

Outer Lofoten.

The fishing in the Outer Lofoten and Vesteraalen waters was greatly hindered by storms during the best part of the season. In the other portions of Nordland, and in the Tromsö district, the results were somewhat better. The total take for those three districts amounted to about 5,000,000 fish, against 8,000,000 fish in the previous years.

Finmarken
cappillan
fishery.

The cappillan fishery in Finmarken was comparatively good, especially in East Finmarken, the total take amounting to 12,000,000 fish, against an average of 13,250,000 fish during the previous 10 years. 5,000,000 fish were dried and the rest salted.

General
results.

The number of hands engaged in the fisheries has, during the last five years, apparently increased from about 79,000 men to 89,300 men, but the value of the produce has not grown in proportion.

The apparent increase is probably due to the fact that in the Nordland and Finmarken fisheries the men that take part in the one fishery take also part in the other, and that they are thus counted twice over.

Total value.

The total value of the cod fisheries in 1891 is estimated as being somewhat over 805,500*l.*, against an average of 694,500*l.* in the preceding five years.

The average price per 100 complete fish (*i.e.*, with head, liver, and roe) was about 1*l.* 15*s.* 2*d.*, against 1*l.* 2*s.* 5*d.* in the previous year. The prices for roe were lower than usual, having varied from 8*s.* 11*d.* to 17*s.* 9*d.* per hectolitre, whilst liver fetched 13*s.* 4*d.* to 15*s.* 7*d.* per hectolitre in Nordland and 7*s.* 9*d.* to 8*s.* 11*d.* in Finmarken.

Herring
fishery.

The so-called spring herring fishery on the west coast of Norway was carried on from the north part of the Jedern district to beyond Stat, and as far as Söndmöre. It commenced in the middle of January and ended towards the end of March. The total take along that portion of the coast amounted to about 19,500 tons.

The herrings were mostly large and fine, and the greater part were salted for export, only a small quantity being retained fresh for the purpose of being smoked. The value is estimated at about 39,000*l.*

Fat herring.

The fat herring fishery yielded a poor return. In the prefecture of Tromsö about 9,000 barrels were obtained, and in the prefectures of Bergen and Romsdalen combined about 4,500.

Large quantities were taken in Namdalen and in the neighbourhood of Trondhjem, the total take of the herrings in question amounting to about 400,000 barrels, which is far below the average. Prices in general were even and good.

The winter herring fishery commenced in the Smaalenene district at the end of October, and spread rapidly and extensively; so that by the middle of November it was carried on from the Swedish boundary to the Naze. It terminated in the middle of December, having yielded a total value of about 63,000*l*. Winter herring.

The sprat and small herring fishery was much less productive than usual, and prices rose considerably; the preserved sorts, under the denomination of "anchovies" and "spiced herrings," obtaining about double the price of the previous year. Sprat and small herrings.

The demand abroad for salt herrings was brisk and, on the whole, good prices were realised, although at the end of the year a fall took place which inflicted considerable loss on merchants who had paid high prices for the fish at the stations.

The following table shows the quantities exported during 1891 and the previous two years:— Salted herrings.

Year.				Quantity.	
				Fat Herrings.	Other Sorts.
				Tons.	Tons.
1889	..	..	..	99,788	5,680
1890	..	..	..	62,145	20,813
1891	..	..	..	48,489	20,992

The American market took considerably more herrings than in previous years, and there appears to be a growing demand for split herrings, a new description, consisting of open, cleaned fish, with heads and tails removed.

The following general review of Norwegian shipping and navigation has also been abstracted and translated from a local newspaper:—

"Shipping and Navigation."

"During the year 1891 Norwegian shipping suffered in a great degree from the lowness of freights, which, after falling very considerably in 1890, declined still further during the course of 1891. Sail freights.

"In the spring it was impossible to obtain more than 18*s*. to 18*s*. 6*d*. London for floorings, and 1*l*. 2*s*. to 1*l*. 2*s*. 6*d*. to Liverpool, while 1*l*. and 1*l*. 1*s*. was all that could be obtained per cubic fathom of splitwood to London.

"The Baltic freights opened at very low rates and fell still further as the season advanced. At the commencement of the (1430) B

year splitwood to London from the lower ports in the Gulf of Bothnia brought only 1*l.* 12*s.* to 1*l.* 15*s.* per cubic fathom, a rate which prevailed generally throughout the year. It was next to impossible for large vessels to obtain a cargo of planks, such being taken almost exclusively by steamers chartered to load at several places. Sailing ships were, however, more generally prepared for floorings, which are liable to rougher treatment and consequent damage when loaded and discharged from steamers. Large vessels unsuited to the American trade were compelled to seek cargoes of splitwood from the Baltic, this having a lowering tendency on freights from those parts.

"Freights of 1*l.* 3*s.* and 1*l.* 4*d.* were paid for planks from the lower ports in the Gulf of Bothnia to coal ports on the east coast of Great Britain, and a trifle more for logs and spars; to the Bristol Channel ports 1*l.* 7*s.* to 1*l.* 10*s.*; Cardiff and other ports at proportional rates.

"The freights to French ports were also extremely low: thus, from the lower ports in the Gulf of Bothnia to Dieppe, planks 35 fr. to 36 fr.; Honfleur, 36 fr. to 37 fr.; logs to Calais 38 fr. to 40 fr.; to Bordeaux, 50 fr. to 52 fr.

"The rates to Spain, Portugal, and the Mediterranean were quite unusually low.

"From Swedish ports to Barcelona, 68 pesetas to 70 pesetas; Carthagená, 63 pesetas to 64 pesetas; Lisbon, 52 pesetas to 55 pesetas; Santander, 48 pesetas to 50 pesetas; all for sawn timber, with 2*s.* 3*d.* freight for deck cargoes, and 2 per cent. address commission (except to ports in Northern Spain).

"The White Sea freights fell correspondingly with the others, and nothing was gained in that trade.

"Canada freights were also bad. During the spring 2*l.* 2*s.* 6*d.* to 2*l.* 5*s.* for planks, for large vessels; 17*s.* to 18*s.* per load for logs to the Clyde or Liverpool, and from the lower St. Lawrence it was often difficult to obtain 2*l.* a freight, as low as that of an average Baltic freight some years ago. A slight increase on those prices was subsequently obtained. Pitch pine freights had fallen very considerably towards the close of 1890, and opened in 1891 with a maximum of 5*l.* for sawn timber and 1*l.* 12*s.* per load for hewn timber from Pensacola for middle-sized vessels to the United Kingdom or Continent. From Ship Island and other places it was soon impossible to obtain this, and vessels were subsequently chartered at 4*l.* 7*s.* 6*d.* for sawn timber to the United Kingdom. A considerable rise on this rate took place towards the end of the year, but subsequently declined.

"Long sea freights were somewhat better, especially for large iron and steel vessels. Thus, at the commencement of the year, 2*l.* 3*s.* 9*d.* to 2*l.* 5*s.* was obtained from San Francisco to the Continent, 2*l.* 6*s.* 3*d.* from Portland, and 2*l.* 2*s.* 6*d.* from Tacoma per ton wheat; and 3*l.* to 3*l.* 5*s.* for lumber from Puget Sound to Australian ports.

"From Norway and Sweden, however, freights for floorings fell as low as they possibly could, even to 2*l.* 15*s.* per standard from the east coast of Norway to Sydney.

"Other freights, such as ice, petroleum, salt, turpentine, and resin were abnormally low, and it is many years since the shipping trade has been so greatly depressed.

"Most of the insurance companies having lost heavily on sailing vessels, were obliged to demand additional premiums, the result being that many vessels did not pay their expenses. The look-out for the immediate future was equally desponding, when late in the year some shipowners chartered their vessels to load at 2*l.* 10*s.* from Quebec to London and other ports, thereby preventing the chance of better freights being obtainable for the first voyages in 1892.

"The low freights which generally prevailed, caused by an over-production of steam tonnage during the previous years, seriously affected the gains of the Norwegian steam fleet, which consists chiefly of small or moderate-sized vessels. For some time homeward freights from India, the Black Sea, and the United States of America were favourable, but they fell, and outward freights being, on the other hand, very low, profits were reduced considerably. In such a condition of trade it is but large, newly-built steamers that can yield any great pecuniary advantage. The medium-sized steam vessels which, owing to the Russian prohibition of the export of grain, were thrown out of the Black Sea traffic, were placed on the Atlantic trade, and for a month or two obtained fair rates, but these were unable to counterbalance the low freights that subsequently prevailed. On the whole, it may be said that sufficient was earned to cover the working expenses and to yield a small rate of interest, while in some few instances a little was written off the depreciation account.

"At the beginning of the year 1891 the Norwegian mercantile fleet consisted of 6,760 sailing vessels, of 1,502,584 tons, and 672 steamers of an aggregate burden of 203,115 tons. The steam tonnage acquired in 1891 was about 25 per cent. (or about 26,300 tons) less than the corresponding addition in 1890, but the difference between the steam tonnage produced in the country and that purchased abroad was more favourable to Norwegian industry.

"The principal Norwegian shipbuilding works turned out some fine vessels. The Laxevaag Company, Bergen, launched the "Drot," of 4,100 tons D.W., and the "Nordman," of 4,600 tons D.W., the latter being the largest steamer hitherto built in the country. The Bergen Engineering Works launched five cargo boats of 500 to 1,000 tons D.W., and another firm four wooden steamers of 600 to 900 tons D.W. The Akers Works at Christiania placed eight steamers on the water and furnished 12 sets of engines. Tönsberg added three large new steamers of 3,000 tons to 4,000 tons D.W. to its fleet. These were purchased abroad.

"The total purchases were as follows:---

VESSELS PURCHASED ABROAD.

Description.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Wooden.. ..	2	234	89	56,700
Iron	10	6,528	2	1,669
Steel	18	10,484	14	18,450
Total	25	17,246	105	76,819

Shipbuilding. " At the close of 1891, 24 iron or steel and 3 wooden steamers (8,830 tons D.W.) were in course of construction in Norway, as well as 40 sailing vessels (18,460 tons), of which 4 were of steel, and respectively of 1,850, 1,740, 730, and 730 tons.

Sales. " One wooden steamer of 312 tons was sold out of the country, as well as 12 wooden sailing vessels (4,598 tons) and one steel ship (320 tons).

Losses. " During the past year the losses were:—

Description.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Wooden.. ..	7	2,217	174	64,308
Iron	10	6,747	..	..
Steel	2	1,297	..	..
Total	19	10,261	174	64,308

Clearances
inwards and
outwards.

These are shown in the following tables:—

RETURN of Clearances Inwards and Outwards at Norwegian Ports.

Description.	Inwards.				Outwards.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steamers	3,044	1,376,172	493	233,825	3,045	1,268,079	494	339,274
Sailing vessels	3,167	456,658	4,113	848,261	7,611	1,069,223	868	176,366
Total	6,211	1,832,830	4,606	1,082,086	10,656	2,337,302	1,362	515,640

PROPORTION OF NORWEGIAN VESSELS.

Description.	Inwards.				Outwards.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steamers	2,083	768,106	295	103,309	2,088	742,862	247	133,988
Sailing vessels	1,891	390,407	2,647	722,106	3,781	887,715	427	158,210
Total	3,929	1,158,513	2,942	825,415	5,869	1,630,577	674	292,198

Shipping
trade with
Great
Britain.
General
observations.

In 1891 the total tonnage of vessels that came to Norway from Great Britain and Ireland amounted to 2,064,754 tons, and that from Norway to Great Britain and Ireland to 1,732,632 tons.

Notwithstanding that sailing vessels (except for long voyages), and wooden ships in particular, are being more and more discarded by other maritime nations, they have been held to with great tenacity by the Norwegians, whose wooden sailing fleet is now almost as great as that of all other countries combined.

TRADE OF CHRISTIANIA.

It will be seen from the annexed returns that the value both of the imports and exports of Christiania was slightly larger in 1891 than in 1890.

The relative position of Christiania in the foreign trade of Norway is stated as follows by the Statistical Bureau :—

A.—IMPORTS.

Ports.	Per Cent. of Value.	
	1890.	1891.
Christiania	50·80	49·73
Bergen	15·80	19·01
Trondhjem	7·70	6·75
Other ports	25·70	24·51

B.—EXPORTS.

Ports.	Per Cent. of Value.	
	1890.	1891.
Christiania	25·10	26·09
Bergen	16·50	15·37
Trondhjem	6·40	5·61
Other ports	52·00	52·93

C.—TOTAL IMPORTS AND EXPORTS.

Ports.	Per Cent. of Value.	
	1890.	1891.
Christiania	40·90	41·01
Bergen	16·10	17·67
Trondhjem	7·20	6·33
Other ports	35·80	34·99

RETURN of Principal Articles of Import to Christiania during
the Years 1890-91.

Number.	Articles.	1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
		Tons.	£	Tons.	£
1	Cereals and meal	96,718	615,360	93,366	812,430
2	Meat, salted	4,682	91,090	4,033	82,920
3	Bacon	6,650	210,940	5,487	177,100
4	Sugar	9,741	177,020	10,562	183,230
5	Syrup and molasses	2,725	26,730	3,442	30,600
6	Coffee	4,987	467,140	4,879	406,580
7	Tea	88	4,480	84	4,020
8	Salt	8,592	7,860	10,267	9,580
9	Tobacco, in leaf	1,113	91,060	1,179	90,370
10	Wine, in cask	934*	70,130	1,392†	101,070
11	Alcohol, brandy, &c.	332‡	33,950	346§	88,480
	Cotton—				
12	Raw	2,147	115,700	1,953	94,389
13	Yarn	880	...	816	...
14	Goods	1,225	...	1,179	...
	Wool—				
15	Raw	861	50,170	327	41,840
16	Yarn	368	...	339	...
17	Goods	950	...	925	...
	Jute, flax, hemp, &c.—				
18	Raw	1,938	43,240	2,974	62,830
19	Yarn	193	...	277	...
20	Cordage	442	17,130	410	15,690
21	Other goods	623	...	697	...
22	Silk goods	40	...	30	...
23	Colours and paints	3,235	39,600	3,084	40,630
24	Paper hangings, &c.	2,946	78,970	3,682	84,440
25	Petroleum, paraffin, &c.	7,403	57,860	6,874	45,830
26	Oils, other, varnishes, &c.	3,648	...	4,594	...
27	Machinery and locomotives	...	129,850	...	141,710
28	“ agricultural	...	7,810	...	14,830
29	“ other, and parts of	...	122,540	...	126,380
	Metals, raw, and half manu- factured—				
30	Pig iron	9,451	29,700	11,492	34,480
31	Steel	2,131	33,250	1,607	23,200
32	Rod and hoop iron, &c.	11,907	99,220	22,079	159,460
33	Iron plates	5,337	50,340	7,224	70,220
34	Copper, zinc, lead, and tin, raw and worked	1,619	...	2,116	...
	Iron, manufactured—				
35	Rails	3,102	20,680	2,312	17,180
36	Wire, steel, and iron	1,656	20,670	1,504	16,700
37	Nails, bolts, &c.	871	13,060	601	8,350
38	Tools and instruments	598	43,190	592	42,760
39	Pipes, &c., forged	838	12,570	...	...
40	“ cast	904	5,020	2,025	...
41	Anchor and chains	423	6,340	377	5,650
42	Coals, cinders, and coke	335,933	223,850	389,642	248,940
	Total	...	5,888,500	...	6,162,100

* Plus 33,120 imperial gallons in bottles.

† “ 3,630 “ “

‡ “ 39,160 “ “

§ “ 4,640 “ “

The official returns do not give separately the values left blank in this table.

Note.—The figures for 1890 have been taken from the official returns, published after the transmission of the annual Consular report for that year, which was based, in this respect, on statistics supplied unofficially by the customs.

RETURN of Principal Articles of Export from Christiania
during the Years 1890-91.

Number.	Articles.	1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
		Tons.	£	Tons.	£
1	Fresh fish (salmon)	181	15,100	161	12,070
	Herrings—				
2	Fresh	2,890	10,440	5,975	24,900
3	Smoked	1,410	14,100	880	9,780
4	Salted	3,007	18,820	2,873	17,800
5	Cod and other fish, salted and dried	327	3,960	481	5,840
6	Butter, Norwegian	89	8,900	149	16,730
7	" margarine	1,270	70,560	1,916	117,090
8	Milk, condensed	2,679	111,670	2,781	118,960
9	Oats	1,111	6,170	4,692	28,100
10	Skins, seals	244	13,600	290	19,330
11	" and hides, other	599	50,160	436	48,850
12	Timber	91,000	169,830	95,130	177,940
13	Wood-pulp, dry	9,066*		9,274**	
14	" wet	81,460†		27,757††	
15	" cellulose, dry	9,857‡	204,900	9,618‡‡	184,470
16	" wet	6,733§		5,608§§	
17	Matches	4,863	108,060	4,650	108,500
18	Paper, packing	5,312	64,220	6,944	81,010
19	" boards of wood-pulp	1,338||	11,830	832	6,910
20	Ice	63,732¶	15,270	63,000	9,100
21	Stone, hewn	4,639	3,860	2,538	2,538
22	Nails, horse-shoe	5,470	126,750	6,106	152,650
23	" other	4,162	46,240	3,528	36,250
	Total	...	1,830,500	...	1,890,130

* Tons register—18,000 cubic metres.

† Of which 5,214 tons, Swedish.

‡ " 7,634 " "

§ " 945 " "

|| " 432 " "

¶ Tons register.

** Of which 5,895 tons, Swedish.

†† " 5,807 " "

‡‡ " 817 " "

§§ " 74 " "

RETURN of all Shipping at the Port of Christiania during the
Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	10	2,881	126	136,177	136	140,058
Norwegian	601	164,619	686	328,357	1,287	492,076
Swedish	137	3,750	285	83,454	422	87,204
Danish	173	10,632	177	183,307	350	193,939
German	32	6,145	26	9,646	58	14,791
Dutch	39	5,166	...	...	39	5,166
French	2	125	...	...	2	125
Russian	3	678	3	1,842	6	2,520
Total	997	194,046	1,303	742,783	2,300	936,829

NORWAY.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	2,560	123	134,667	131	138,227
Norwegian	405	109,958	179	94,104	584	204,062
Swedish	107	2,524	261	75,735	368	79,259
Danish	134	3,475	174	182,265	308	190,740
German	26	5,060	18	7,108	44	12,168
Dutch	10	1,697	...	...	10	1,697
French	2	125	...	...	2	125
Russian	3	678	2	1,456	5	2,134
Total	695	132,077	757	496,385	1,452	628,412

Vice-Consular Reports.

ARENDAL.

Mr. Vice-Consul Kallevig reports as follows :—

RETURN of British Shipping at the Port of Arendal in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.										Cleared.									
Total Number of Vessels.					Total Tonnage.					Total Number of Vessels.					Total Tonnage.				
With Cargoes.		In Ballast.		Total.	With Cargoes.		In Ballast.		Total.	With Cargoes.		In Ballast.		Total.	With Cargoes.		In Ballast.		Total.
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Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.										Cleared.									
Country whence Arrived.		Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Country to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	
		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.						
Norway	...	...	1	1	...	423	13	£	England	...	1	...	1	423	...	1	...		
England	...	...	1	1	...	511	15	...	France	...	1	...	1	511	...	...	...		
Total	...	...	2	2	...	934	23	...	Total	...	2	...	2	934	...	1	...		

Bergen (Vice-Consul Janson).

Trade. The trade of Bergen, which is chiefly in shipping and in the products of the fisheries, has of late years been in a state of rapid development.

Money market. Although the money market is at present pretty hard, and the discount rate consequently high, it cannot be considered as owing to unfavourable trade relations, but rather as the result of forced building speculations. These demand much capital, which is likewise necessary for the payment of the large amount of grain purchased for the supply of this market, and shipping has of late yielded but insignificant returns.

It is hoped that this depression will come to an end at the termination of the Lofoten fishing season, and we look forward longingly for an easier money market and lower discounts.

High prices. It has been a steady feature with respect to the export trade of 1891 that prices have been extremely high, whilst the supply has been only about that of an average year. This was the reason of the high prices, and in the course of the last half of the year also caused them again to fall.

Fisheries. The total quantity of our fisheries in Lofoten, Finmarken, and Romsdal is estimated at 45,000,000 of cod, of which 35,000,000 were prepared as split cod, and 11,000,000 as round fish, as against 60,000,000 in the preceding year—44,000,000 split cod and 16,000,000 round fish. 8 kroner to 8 kroner 50 ore per 40 lb. was paid for split cod, but the prices subsequently fell, partly in consequence of the good fishing in Newfoundland, and partly in consequence of great competition in the Portuguese and South Spanish markets, combined with the falling rate of exchange for Portuguese and Spanish money. Round fish fetched at the beginning of the season 12 kroner for the finest sorts, but in autumn the prices of the finer qualities fell considerably, causing the coarser qualities, especially "Italian assortment," to be sold at full prices. The supply is now exhausted.

Fish oil was, at the fall of the year, held at relatively high prices; the limited results of the Lofoten fishing caused in April a still further advance, viz., 52 kroner for raw medicinal oil, 48 kroner for white, 45 kroner for brown-white, and 32 kroner for brown oil. But as later arrivals came into the market the prices gradually fell, and are now noted at 44 kroner for raw medicinal oil, 37 kroner for white, 35 kroner for brown-white, and 28 kroner for brown oil. The produce of the fisheries for the year was only 45,800 barrels, as against 80,000 barrels in the preceding year. It was also distinctly seen this year that prices in foreign markets are not dependent alone on our fisheries.

Fish-roe fetched high prices in the spring, notwithstanding the large stocks left in store in France from last year. Prices commenced at 25 kroner per barrel, but a fall occurred in August, and at present a price of about 21 kroner only can be noted. The export from Bergen was 27,000 barrels, as against 65,000 last year.

Herring. The produce of the herring fisheries was about equal to that

of an average year, and the prices were higher than usual. The spring herring fishery gave a result of 130,000 barrels, as against 185,000 barrels in the preceding year; and of fat herrings (summer herrings) there were salted 450,000 barrels, as against 350,000 barrels last year, but in this an unusually large quantity of small herrings were included.

In the eastern part of Norway, from Arendal to the Swedish frontier, an unusually rich herring fishery (*Storsild*) occurred in November and December—150,000 barrels were secured. The export from this city of all kinds of herrings amounted to only 230,000 barrels, as against 280,000 barrels last year.

The prices of salt, especially Trapani, were unusually low, Salt. having been down to 2 kroner per barrel. The importers have had no profit on this article this year; at present it is noted at 2 kroner 40 öre per barrel.

Large quantities of grain were imported in consequence of Grain. the unfavourable crop in Europe and the Russian ukase forbidding export. The prices rose from 12 kroner per barrel for rye and 11 kroner per barrel for barley, to 20 kroner and 17 kroner. Our importers have done unusually good business. The difference in prices for grain to this country amounts to 22,000,000 kroner (1,222,000*l.*).

The depressed condition of the freight market, which still Freight. continued at the close of the previous year, has manifested no change for the better in the course of 1891.

The results for our shipping have been particularly bad, except Shipping. in the case of the large new vessels, which have given satisfactory returns.

The steam fleet of Bergen at the fall of the year consisted of 180 ships, with an aggregate burthen of 150,000 register tons.

Seven steamships, with a total tonnage of 8,800 register tons, are being built mostly in British yards for Bergen shipowners.

As regards agricultural produce, well-made Norwegian butter Agriculture. is beginning to find a market in England. Very few sheep have been exported to Great Britain this year. It was seen that the purchasers had only small profits from the particular breed experimented with; greater weight and better condition are required in order to obtain quick and ready sales.

As usual British steamers brought large cargoes of grain from the Black Sea. 38 vessels, of about 3,000 tons burthen each, have been employed in this trade.

Large quantities of general goods, coals, and iron were as usual imported. The tourist traffic to Norway has increased considerably on both British and Norwegian routes, and there is every appearance of its still further development.

The rate of discount in our money market commenced at 4½ per cent. to 4 per cent., but has gradually advanced as high as 6 per cent., which is at present the current rate. This will certainly prove of considerable disadvantage to those who require loans for the equipment of boats destined for the Lofoten fisheries.

RETURN of Principal Articles of Import to Bergen during
the Years 1890-91.

Country.	Quantity.	
	1891.	1890.
	Tons.	Tons.
Brandy	64	80
Hops	10	18
Hardware	77	79
Coffee	926	1,138
Barley	29,098	39,492
Wheat	69	3,221
Maize	325	1,618
Rye	52,588	75,141
Fleur	6,001	7,026
Rice	480	590
Salt	39,676	39,640
Coals	189,535	147,330
Sugar	2,472	2,810
Molasses	1,955	3,607
Tea	18	20
Wines	339	441
Tobacco	239	254

RETURN of Principal Articles of Export from Bergen during
the Years 1890-91.

Articles.		Quantity.	
		1890.	1891.
Herrings, salted	Tons	33,415	26,989
" kippered	"	146	118
" fresh	"	255	972
Cod-fish, salted	"	75	121
Cod-oil	"	8,457	5,471
Fish-roe	"	7,558	3,202
" dried	"	9,299	8,257
" split	"	18,448	14,653
" fresh	"	292	250
Game	"	13	23
Skins, hides	"	365	241
Bones	"	168	..
Lobsters	Number	60,077	46,016
Wood-pulp	Tons	852	761
Ore	"	361	535

RETURN of British Shipping at the Port of Bergen in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.										Cleared.			
Total Number of Vessels.				Total Tonnage.			Total Number of Vessels.			Total Tonnage.			Total Value of Cargoes.
With Cargoes.		In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	Total Number of Crews.
55	8	63	12,090	12,090	...	12,090	1,414	2	63	9,100	...	9,100	1,414
													£
													182,000

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.										Cleared.						
Countries whence Arrived.				Number of Vessels.			Tonnage.			Number of Vessels.			Tonnage.		Total Number of Crews.	Total Value of Cargoes.
With Cargoes.		In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	£
Russia ...	23	...	69,035	69,035	...	69,035	702	...	3	...	...	...	...	...	67	...
Germany ...	1	...	730	730	...	730	7	...	2	...	...	...	...	...	29	...
United States ...	5	...	11,800	11,800	...	11,800	125	...	1	...	...	...	...	...	22	...
				...	...	...	...	...	31	...	...	...	...	...	67½	...
Total				39	...	81,065	834	...	39	...	...	...	...	...	834	...

Bodö (Vice-Consul Jentoft).

Trade.

The trade between England and this port has been of about the same extent as in previous years. Coals are brought here in steamers direct, and manufactured goods via southern towns in coasting steamers.

Herrings.

The herring fishery has been failing and the quality of fish inferior. Scarcely any profits have been obtained.

RETURN of all Shipping at the Port of Bodö during the Year 1891.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	8	7,348	8	7,348
German	...	...	5	2,685	5	2,685
Norwegian	3	667	2	1,012	5	1,679
Danish	...	...	1	423	1	423
Total	3	667	16	11,468	19	12,135
" for the year preceding ...	2	480	20	12,486	22	12,966

NOTE.—One ship cleared with 500 tons of copper ore from Fincidet to Helsingborg.

TABLE showing the Total Value of all Articles Exported from and Imported to Bodö from and to Foreign Countries during the Years 1890–91.

Country.	Exports.		Imports.	
	1890.	1891.	1890.	1891.
	£	£	£	£
England	..	..	12,500	10,100
Germany	18,500	6,625	1,400	1,200
Spain	..	..	2,000	1,600

RETURN of Principal Articles of Import to Bodö during the Years 1890–91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
Herrings	Barrels ...	11,000	16,000	3,428	5,200
Cod-liver oil	" ..	2,300	3,500	450	625
Fish	Kilos. ...	...	...	51,300	800
Total	...	...	18,500	...	6,625

RETURN of Principal Articles of Import to Bodö during the
Years 1890-91.

Articles.	1890.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coals	25,000	12,500	15,300	9,980
Salt	2,000	2,000	1,420	1,420
Manufactured goods ..	..	1,400	..	1,500
Total	..	15,900	..	12,900

Brevig (Vice-Consul Larsen).

The port of Brevig has been visited during 1891 by 48 British vessels, of, in all, 15,397 register tons, showing a decrease of 3 vessels, of 832 register tons, compared with 1890.

The port of Langesund has been visited by 9 vessels with a total burthen of 2,863 register tons, of which only 4, of 711 register tons, in all, loaded in the district.

As in previous years the chief articles of export have been ice and wood, and from Langesund great quantities of herrings. This fishery in the latter part of the year was better than during any of the preceding years, and great quantities found a good market in England.

The direct imports from England consisted chiefly of coals, quantity about 1,200 tons.

There is no perceptible change in the consumption of British manufactures.

RETURN of all Shipping at the Port of Langesund during the
Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	8	2,712	1	141	9	2,853
Norwegian	53	18,568	...	...	53	18,568
Danish	8	704	...	...	8	704
Swedish	7	68	...	...	7	68
Russian	1	133	...	...	1	133
Total	77	22,225	1	141	78	22,366

NORWAY.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	3	570	1	141	4	711
Norwegian ...	43	11,858	1	298	44	12,156
Danish ...	8	704	...	...	8	704
Swedish ...	9	89	...	...	9	89
Russian ...	...	...	...	...	...	...
Total ...	63	13,221	2	439	65	13,660

RETURN of all Shipping at the Port of Brevig during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	48	15,397	...	...	48	15,397
Norwegian ...	175	45,821	2	856	177	46,677
Danish ...	8	1,645	...	...	8	1,645
Swedish ...	3	41	...	...	3	41
French ...	2	262	...	...	2	262
Total ...	236	63,166	2	856	238	64,022

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	48	15,397	...	...	48	15,397
Norwegian ...	178	46,933	2	856	180	47,789
Danish ...	8	1,645	...	...	8	1,645
Swedish ...	3	41	...	...	3	41
French ...	2	262	...	...	2	262
Total ...	239	64,278	2	856	241	65,134

Christiansand, S. (Vice-Consul Reinhardt).

Wood.

The prices for sawn deals and pit-props continued low during the year 1891. Still there was a slight increase in the export of these goods from Christiansand to Great Britain as compared with the year 1890. The prices for wood-pulp have continued to be low, and there has been a considerable falling-off in the total export. The export to Great Britain has, however, only fallen about 700 tons. Prices for paper kept up better, and the export has increased.

Paper.

Fisheries.

The salmon fishing and mackerel fishing was better in 1891 than the year before, and the quantities shipped for the English

Christiansund, N. (Vice-Consul Parelus).

The trade of this port has been about the same as in the Trade. preceding year, the traffic between England and here having been maintained by two lines of steamers—Wilson's line and the Norwegian line—to Newcastle.

The chief articles of export are dried cod-fish, about 22,580 tons, of which about 2,260 tons were shipped by the Wilson line; pickled herrings (about 90,000 barrels); fish manures (about 2,200 tons fish guano), and cod oils.

The chief articles of import are salt and coals.

The import of coals is still increasing and shows about 14,600 tons against 11,000 tons the year before. All coals are obtained from Great Britain.

The import of this article amounted to 20,400 tons against Salt. 20,000 tons in the year before.

An English joint stock company, "Scandinavia, Limited," Enterprise. established in London, has commenced business in this district. The purpose for which it was established is to produce oil and guano from fish. A few shares have been sold here.

A combined Fisheries and Tourist Exhibition was held here in July and August, 1892.

RETURN of all Shipping at the Port of Christiansund, N., during the Year 1891.

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	48	39,121	1	80	49	39,201
Norwegian ...	176	101,533	16	2,661	192	104,194
Other nations ...	37	14,029	3	670	40	14,699
Total ...	261	154,683	20	3,411	281	158,094

CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	52	41,272	...	...	52	41,272
Norwegian ...	175	88,535	6	1,169	181	89,704
Other nations ...	37	15,601	3	669	40	16,270
Total ...	264	145,408	9	1,838	273	147,246

RETURN of the Principal Articles of Export from
Christiansund, N., during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Dried cod fish (about) ..	22,584	487,700	26,380	495,000
Cod-oils, roe, fish manures	2,232	27,500	3,200	40,700
Herrings	14,060	62,500	10,800	60,300
Total	38,876	577,700	40,380	596,000

RETURN of the Principal Articles of Import to Christiansund, N.,
during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Corn, rye, barley (about)	143	1,350	200	1,100
Colonial produce ..	312	6,890	300	11,000
Salt	20,400	13,700	20,000	12,800
Coals	14,640	12,000	11,000	5,200
Total	35,495	33,440	0	30,100

CUSTOM-HOUSE RECEIPTS.

	1891.	1890.
	£	£
Import duty	16,245	18,078

Drammen (Vice-Consul Gram).

Trade. A smaller trade has been done in this district during 1891 than for some years past.

Prices have ruled low, and profits have been merely nominal.

Wood. The export of wood has been decreasing considerably, but on account of the unusually small supply of logs obtained in 1891 the stocks left on hand were very small.

Wood-pulp. The export is still increasing, but prices, both for mechanical and chemical pulp, are very low.

The import of coals from Great Britain has again increased considerably. British goods.

Freights have ruled extremely low during the whole year, and there is no prospect of improvement. Freights.

In spite of this, some new ships have been purchased in Great Britain, but very few old British wooden vessels have been bought.

The channel was kept open for navigation by an ice-breaking steamer during the whole winter, and Drammen may now safely be considered an open port all the year round. Navigation.

RETURN of all Shipping at the Port of Drammen during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	571	10	8,285	13	8,856
Norwegian	258	65,958	86	30,582	344	96,540
German	15	2,526	7	3,556	22	6,082
Dutch	10	2,007	...	...	10	2,007
French	2	1,480	13	4,245	15	5,725
Danish	10	2,015	...	...	10	2,015
Russian	4	1,373	...	...	4	1,373
Total	302	75,930	116	46,668	418	122,598
„ for the year preceding	331	82,239	161	65,872	492	148,111

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	696	18	15,481	22	16,177
Norwegian	297	85,947	269	131,309	566	217,256
German	13	3,620	10	4,300	23	7,920
Dutch	12	2,667	...	...	12	2,667
French	...	...	...	...	...	...
Danish	7	1,631	2	512	9	2,143
Swedish	4	1,716	31	10,334	35	12,050
Russian	3	854	...	...	3	854
Total	340	97,131	330	161,936	670	259,067
„ for the year preceding	432	107,678	332	143,748	764	251,326

RETURN of Principal Articles of Export from Drammen during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Beer ...	Gallons ...	...	Unknown.	2,676	Unknown
Ice ...	Tons ...	4,831		8,138	
Wood goods ...	"	95,462		106,245	
Wood-pulp (dry) ...	"	3,021		2,857	
" (wet) ...	"	83,303		79,366	
Chemical pulp (dry) ...	"	830		660	
" (wet) ...	"	3,682	...	2,017	...
Copper ore ...	"	90		226	
Paper ...	"	1,583		270	
Total ...	{ Tons ... Gallons ...	192,802	...	199,769	...
		...		2,676	

RETURN of the Principal Articles of Import to Drammen
during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Iron ..	1,586	..	921	..
Coal, coke, and cinders ..	54,788	..	38,340	..
Machinery ..	..	1,940	..	13,860
Total ..	..	1,940	..	13,860

Dröbak (Consular-Agent A. Lehmann).

RETURN of all Shipping at the Port of Dröbak during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	89	...	...	1	89
Other nations	235	60,000	27	8,100	262	68,100
Total	236	60,089	27	8,100	263	68,189

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	89	...	...	1	89
Other nations	188	46,186	27	8,100	216	54,286
Total	189	46,275	27	8,100	216	54,375

RETURN of Principal Articles of Export from Dröbak during the Year 1891.

Articles.	Quantity.	Value.
	Tons.	£
Timber	4,482	..
Ice	49,012	..
Hö (hay)	792	..

RETURN of Principal Articles of Import to Dröbak during the Year 1891.

Articles.	Quantity.	Value.
		£
Glycerine	Tons 70	..
Coals	 1,955	..
Saltpetre	 130	..
Sulphuric acid	Kilos... .. 157,885	..

Egersund (Vice-Consul Puntervold).

Trade.

British trade at this port last year was about the same as in 1890, mackerel and salmon being exported by special Norwegian steamers as usual.

At the custom-house 45 sailing vessels and 1 steamer (of these Shipping. 11 in ballast) were cleared from Great Britain; 22 sailing vessels and 6 steamers left for England, the sailing vessels in ballast. Only 2 English vessels visited the port, having been wind-bound.

Eight British fishing-smacks were bought during the autumn, more especially for the mackerel fishing with hook; the produce was exported to North America. Last year this kind of mackerel fishing seemed increasing. Norwegian as well as Swedish vessels are taking part in it.

These consisted chiefly of coal and clay from England, and Imports. flint from France, for the potteries. The exports consisted chiefly Exports. of fish.

A new woollen-cloth manufactory, driven by water, has been put up at the place during the year.

Tourists visited the district in about the same numbers as in the preceding year.

RETURN of Principal Articles of Export from Egersund and Soggedal during the Year 1891.

Articles.				Quantity.	Value.
Mackerel in ice	..	..	Number	753,915	£ 5,450
Salmon	„	..	Lbs.	40,718	1,150

RETURN of Principal Articles of Import at Egersund during the Year 1891.

Articles.				Quantity.	Value.
Coal	..	..	Tons.	5,636	£ 4,650
Flint	..	..		183	100
Pottery clay	..	..		1,097	1,320

Farsund (Vice-Consul P. Sundt).

Fewer mackerel and lobsters were caught this year than in Fisheries. 1890, and the supply of both seems decreasing.

The export of mackerel to the United States of America Mackerel. showed a considerable increase, especially of the fish caught between June 1 and July 15, but as these are not so large and fat as those taken in the months of August and September, they did not yield large profits.

The past season is one of the best this district has had for Salmon. salmon; from the beginning the supply was plentiful.

Freights.

Shipping.

Agriculture.]

Freights last year were very low, and probably some ship-owners lost money.

Four ships were lost, but as eight ships were purchased the gross tonnage shows an increase of 2,102 register tons.

Crops were only middling, but prices rose, so that farmers have had a fairly good year.

RETURN of Principal Articles of Export from Farsund during the Year 1891.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Mackerel (in ice) ...	Lbs. ...	400,000	1,550	720,000	2,560
Salmon ...	" ...	44,000	1,467	24,500	800
Trout ...	" ...	6,000	125	5,500	120
Lobsters, living ...	Number ...	40,000	1,665	45,000	1,300
Fish roe ...	Barrels ...	150	240	460	640
Mackerel (salt) ...	" ...	1,200	2,400	410	1,190
Staves ...	Sup. feet ...	160,000	180	80,000	150
Total ...	...	...	7,627	...	6,760

RETURN of Principal Articles of Import to Farsund during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coals	2,050	1,435	1,750	1,140
Grain	650	7,200	620	4,030
Salt	250	280	180	225
Other articles ..	...	7,000	...	7,500
Total	...	15,915	...	12,895

TABLE showing the Total Value of all Articles Exported from Farsund and Imported to Farsund from and to Foreign Countries during the Years 1891-90.

Country.	Exports		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain ..	3,765	3,200	2,685	2,450
Norway ..	450	410	10,200	7,200
France ..	240	640	450	450
Germany ..	72	220	2,500	2,600
Denmark ..	1,000	1,100	..	..
United States of America ..	2,100	1,190	..	..
Other countries ..	..	..	180	195
Total ..	7,627	6,760	15,915	12,895

RETURN of all Shipping at the Port of Farsund during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	20	6,917	60	35,450	70	42,367
Other countries ...	2	616	...	...	2	616
Total ...	22	7,533	60	35,450	72	42,983
„ for the year preceding ...	...	...	...	...	84	41,718

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	11	3,444	60	35,450	61	38,894
Other countries ...	...	...	...	...	...	...
Total ...	11	3,444	60	35,450	61	38,894
„ for the year preceding ...	...	...	...	...	83	34,268

RETURN of British Shipping at the Port of Farsund in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	...	...	...	...	...	...	...	...	...	...	...
			Total Value of Cargoes.						Total Value of Cargoes.		
			£ ...						£ ...		
			...						...		

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.						Cleared.					
Countries whence Arrived.	Number of Vessels.			Tonnage.		Value of Cargoes.	Number of Crews.	Value of Cargoes.			
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.				Total.		
Germany ...	...	...	...	...	...	...	...	...			
France ...	...	...	...	...	...	...	...	...			
Russia ...	...	...	...	...	...	...	...	...			
Holland ...	...	...	...	...	...	...	...	...			
Belgium ...	...	...	...	...	...	...	...	...			
Sweden ...	...	...	...	...	...	...	...	...			
Total...	...	...	...	...	...	...	...	...			

Flekkefjord (Vice-Consul Eyde).

In the first part of the year business was carried on briskly enough, but declined considerably during the last months of the season, and closed very dull.

Freights have shown a downward tendency almost everywhere Shipping. for our sailing vessels, and the year closed with some loss to our shipowners.

This port has little steam tonnage, but what there is has been of advantage to it.

No direct trade from or to Great Britain has been carried on British trade. in British vessels this year.

The tanning of raw ox-hides from Brazil is our chief industry. Tanneries. The owners had not such good profits as last year, owing to lower prices. The said profits may, perhaps, be estimated at about 8 per cent. In all 12,000 raw hides were imported from Buenos Ayres, via Antwerp and Hamburg. The tanned leather was sold mostly to Sweden, at the rate of about 1s. 3d. per lb.

This trade was more animated than last year, and prices were well maintained. In all about 100,000 barrels were manufactured during the year, of which 15,000 were sold to Sweden, and the remainder went to the south coast of Norway. Prices varied from 1l. to 1l. 5s. per dozen. Barrels and staves.

The catch of salmon was better than last year—70,000 lbs. Fisheries: against 30,000 lbs. They were mostly shipped to England in Salmon. ice, partly direct and partly via Farsund. The prices paid to the fishermen were nearly the same as last year—10d. per pound for salmon of at least 6 lbs. weight, and 6d. per pound for smaller sizes.

The catch of mackerel was 664,000, against 635,000 last year. Mackerel The greater part was shipped to England in ice from here, and some via Christiansand, S., and Farsund. The price paid to the fishermen was 17s. 8d. per 100.

The catch of lobsters was this year a failure, being only 4,000. Lobsters. The fishermen were paid 8d. per lobster measuring at least 8 inches.

The Aaensire Salmon Fishery Company succeeded this year Salmon in hatching 1,650,000 fry, against 550,000 fry last year. hatching.

The River Kvina is still leased by an English gentleman, and Sport. it continues to yield good sport.

RETURN of Principal Articles of Export from Flekkefjord
during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Tanned leather	Tons ...	128	17,300	151	20,200
Mackerel in ice	" ...	120	1,400	120	1,400
Salmon "	" ...	11	750	7	470
Other fish "	" ...	1	40	7	280
Lobsters	Number ...	2,600	120	5,750	230
Herrings	Tons ...	100	900	167	1,500
Partridges	" ...	2	200	...	...
Empty barrels	Number ...	15,064	1,260	9,561	800
Other articles	...	...	600	...	600
Total	...	...	22,570	...	25,480

RETURN of Principal Articles of Import to Flekkefjord during
the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Raw hides	286	9,000	183	6,500
Cotton and woollen goods	8	2,290	7	2,000
Coals	1,250	960	912	700
Hardware	8	280	29	1,000
Salt	409	65	...	...
Oak bark	281	1,540	550	3,000
Other articles	..	1,000	..	800
Total	..	15,135	..	14,780

TABLE showing the Total Value of all Articles Exported from
and Imported to Flekkefjord to and from other Countries
during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	2,650	2,500	2,500	3,000
Brazil	..	..	9,000	6,500
Sweden	19,000	21,800	2,000	3,000
Germany	450	800	1,200	1,900
Spain	..	..	65	..
Other countries	440	380	370	380
Total	22,540	25,480	15,135	14,780

RETURN of all Shipping at the Port of Flekkefjord during the
Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian ...	28	4,480	9	1,945	37	6,425
Swedish ...	13	284	2	832	15	1,116
Danish ...	1	46	...	...	1	46
French ...	1	104	...	...	1	104
Total ... for the year	43	4,914	11	2,777	54	7,691
preceding ...	62	6,231	11	2,279	73	8,510

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian ...	43	4,723	8	1,546	51	6,269
Swedish ...	14	301	2	832	16	1,133
Danish ...	1	46	...	...	1	46
French ...	1	104	...	...	1	104
Total ... for the year	59	5,174	10	2,378	69	7,552
preceding ...	64	5,157	1	186	65	5,343

Fredrikshald (Vice-Consul Gedde).

- Timber trade. The export of wood in 1891 was about the same as in the previous year.
- The "flooring" prices have been rather lower, but deals 3 inch by 9 inch obtained favourable prices at the end of the year, and large quantities were shipped to France.
- Wood-pulp. The local pulp-mills produced about 1,100 tons. Prices have been slightly improved.
- Matches. Halden's "Tændstiksfabrik" produced 6,200 cases of matches.
- Cotton mills. Halden's Cotton-spinning Factory has worked 330 tons of raw cotton. Trade has been dull.
- Granite. Granite has been in brisk demand, and the works have had sufficient to do.
- Marble. The large new marble factory, "Fagernæs Marmorfabrik," is ready. It is intended to work Norwegian marble from Lofoten, where the owner, Mr. Chr. Anker, has very extensive "marble beds." The quality of this marble is excellent, and of different colours.
- Fisheries. The herring fisheries have been very good, and the quality better than in the previous year. Fish curers paid such high prices that their profits will be insignificant.
- Shipping. Shipping gave results equally unfavourable.

RETURN of British Shipping at the Port of Fredrikshald in the Year 1891.
Direct Trade in British Vessels from and to Great Britain and British Colonies.

(1430)

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	...	...	...	...	...	7	...	7	1,266	...	1,266

Fredrikstad (Vice-Consul Thiis).

138 British ships, with an aggregate burthen of 20,406 tons, have visited *Fredrikstad* in 1891. The tonnage is considerably smaller than in the previous year, owing to the Australian trade having lately fallen off considerably.

This is no doubt due to the overstock in 1890, when much more than actual requirements were shipped.

The export of wood from here in 1891 was as follows :—

Export of
wood.

Description.							Cubic Metres.
Floorings ..	..	..	..	..	..	..	270,774
Sawn wood ..	..	..	..	..	..	..	86,715
Round „ ..	..	..	..	..	..	..	81,667
Firewood and staves	..	..	..	..	..	..	66,626
Total ..	..	..	..	..	..	..	455,782

Effects of
smaller
production.

Against 427,861 cubic metres in the previous year. Prices, which ruled very low at the beginning of the year, improved during the summer; and they have still kept up, no doubt on account of a considerably smaller production having taken place.

Felspar.
Mining.

About 1,900 tons of felspar were shipped, but the prices came down considerably, owing to a large production. Lately, however, the greater part of the mines have left off working, as the small price did not leave any profits. There is no doubt that the price will soon improve, and more work be done in the mines.

Good profits
from fishery.

The herring fishery was very good from October to January, and it commenced a month earlier than usual; it has left all connected with it a good deal of profit, especially the poorer classes who, at this time of the year, have difficulty in finding employment.

Paper pulp,
and condensed
milk.

At Sarpsborg no British ships were entered last year.

The Kellner Parkington Paper Pulp Company, Limited, and the Anglo-Scandinavian Condensed Milk Company, Limited, both of which were mentioned in the report for last year, have commenced operations. As yet, however, no paper pulp has been shipped. The produce which has been manufactured has hitherto been forwarded by rail to Christiania, but it is expected that during the summer the Wilson line of steamers will call here now and then for the purpose of taking it away.

RETURN of British Shipping at the Port of Fredrikstad in the Year 1891.
Direct Trade in British Vessels from and to Great Britain and British Colonies.

(1430)

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Tonnage.		Total Number of Crews.		Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	In Ballast.	With Cargoes.	Total.	
...	5	5	...	5,625	5,625	...	33	16,717	£ 52,176

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Number of Crews.		Value of Cargoes.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	Total.	With Cargoes.	In Ballast.	
Denmark ...	...	14	...	2,526	...	2,526	...	104	£ ...
Germany ...	...	11	...	3,770	...	3,770	...	111	...
Belgium ...	...	3	...	468	...	468	...	63	...
France ...	...	1	...	1,975	...	1,975	...	26	...
Sweden ...	...	1	...	1,789	...	1,789	...	13	...
Norway ...	...	3	...	1,791	...	1,791	...	45	...
Total ...	...	33	...	14,881	...	14,881	...	367	...

D 4

Hammerfest (Acting Vice-Consul Klykken).

- Bad year. 1891 has been a bad year in every way for the inhabitants of West Finmarken.
- Fisheries. The take of fish was bad, the summer cold, corn was high priced, and the fishermen and merchants suffered losses on fish and oil which made the past season disastrous to all concerned.
- Spring cod fishery. The spring cod fishery also gave poor results, partly because there were few fish, but chiefly on account of the stormy weather which prevailed during the whole fishery season.
- Few of the fishermen could earn sufficient to cover their losses.
- Pollack. The pollack fishery was still worse on account of the coldness of the summer.
- As the annual amount of meal supplied to the fishermen depends upon the success of this particular fishery, few fishermen obtained enough meal for a winter existence; and in some districts the communal authorities will be obliged to lend the population a helping hand.
- Hay. The hay crop was about one-half that of an average year; the summer was so cold that the crop would not grow, and rainy weather in autumn reduced the quality of the little that was produced.
- In consequence of this it was necessary to slaughter a good many cattle.
- Sealing. The seal and walrus hunting gave very bad results; with few exceptions losses of a more or less severe character were sustained. This is mainly attributable to the stormy weather which prevailed throughout the whole summer in the Arctic regions. There were many seals, but it was not possible to put boats into the water.
- Sharks. The shark fishery gave good results, but is of very little importance.
- Rye meal. The import of rye meal was about half that of an average year. Most of the vessels had not a sufficient quantity to give in exchange for a cargo of salt fish, and were in consequence obliged to sail with half cargoes. The price of salt fish at Archangel was at first low, but the last cargoes sold well. Last summer was the worst season within the memory of the inhabitants of Finmarken. There were no potatoes, and there was but little grass; yet it is hoped that the winter will pass away without any distress arising, unless, perhaps it should be in some parts of Östfinmarken.
- Bad season. The supply of rye meal in the hands of the merchants is considered sufficient for the winter.

RETURN of Principal Articles of Export from Hammerfest during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Dry fish.	1,550	40,000	2,768	50,000
Salt fish.	2,862	16,000	3,241	20,000
Oil	1,250	26,000	2,050	41,000
Guano	112	600	422	2,000
Other articles	..	7,800	..	5,000
Total	5,774	90,400	8,481	118,000

RETURN of Principal Articles of Import to Hammerfest during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coals	9,100	7,300	7,400	5,750
Salt	2,150	1,500	2,130	1,470
Meal	1,100	17,000	1,800	13,000
Sugar	60	2,550	40	1,800
Coffee	..	..	20	1,800
Timber and deals	60	850	60	700
Other articles	..	3,000	..	2,500
Total	12,470	32,900	11,450	27,020

RETURN of all Shipping at the Port of Hammerfest in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	684	3	2,405	5	3,089
Norwegian	10	2,756	51	28,934	61	31,690
Russian	64	3,776	..	..	54	3,776
German	..	..	1	694	1	694
Swedish	2	663	..	..	2	663
Total	68	7,879	55	32,033	123	39,912
„ for the year preceding	84	7,690	61	33,445	145	41,085

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	684	3	2,405	5	3,089
Norwegian	18	5,099	59	33,478	77	38,577
Russian	54	3,776	...	...	54	3,776
German	...	1	1	694	1	694
Swedish	2	663	...	...	2	663
Total	76	10,222	63	36,577	139	46,799
„ for the year preceding	91	8,672	70	37,264	161	44,886

Haugesund (Vice-Consul Jacobsen).

Herrings. With regard to the spring herring fishery the catch amounted to about 160,000 hectolitres (16,000 tons). The prices varied from 7 kroner 60 öre to 2 kroner 70 öre per hectolitre (2 cwt.). Herrings in ice, herrings in solution, and kippers were regularly shipped to England during the season. Most of the herrings were salted and exported to Sweden and Russia, and the profits were greater than for many years.

Good prices.

The fat herring fisheries in the north were equally remunerative. Many small vessels and several steamers took part in this fishery, and most of them brought home several cargoes.

Eight vessels were sent to Iceland for the purpose of fishing herrings, but the undertaking proved a total failure.

Mackerel.

About 400 smacks were engaged in this fishery on the coast from Haugesund to Bergen. About half the number were stationed here. The catch amounted to about 8,500 barrels, value about 25,000*l.*, or an average of about 65*l.* 2*s.* 2*d.* for each smack. A few of the smacks were English property.

Salmon.

The salmon fishery was good, but exporters who had made contracts with the fishermen at a fixed price for the whole season lost much money, owing to the low prices in the English market.

Shipping has been very unremunerative.

General trade.

General trade was good.

RETURN of Principal Articles of Export from Haugesund during the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Salt herrings, in barrels	Tons	19,612	108,955	14,474	80,412
Fresh herrings, in solution and ice	...	508	2,825	2,816	12,101
Kippers	...	365	6,099	473	8,500
Eysites	...	14,849	20,624	20,632	27,760
Lobsters	...	12,834	355	16,263	544
Living sheep	...	...	...	218	144
Other articles	...	...	1,100	...	600
Total	...	...	139,949	...	130,061

RETURN of Principal Articles of Import to Haugesund during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ...	14,925	8,292	13,145	7,302
Salt	" ...	9,432	11,000	4,396	5,095
Canvas (sail cloth)...	" ...	13	1,117	12	1,091
Metals	" ...	62	6,904	30	3,465
Cotton and linen goods ...	" ...	16	5,593	12	5,228
Willow barrel-hoops ...	Bundles ...	63,800	2,293	36,366	1,166
Other articles	" ...	...	50,162	...	36,791
Total	...	...	85,361	...	60,128

TABLE showing the Total Value of all Articles Exported
from and Imported to Haugesund from and to Foreign
Countries during the Years 1891-90.

Countries.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
England	10,270	15,450	25,968	15,964
Other countries ..	129,679	114,611	56,393	44,164
Total	139,949	130,061	85,361	60,128

RETURN of all Shipping at the Port of Haugesund during the
Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	53	...	...	1	53
Norwegian	105	14,128	133	66,342	238	80,470
Swedish	1	302	10	2,033	11	2,335
Dutch	...	...	2	908	2	908
Danish	...	...	1	33	1	33
Total	107	14,483	146	69,316	253	83,799
„ for the year preceding ...	...	...	...	...	...	66,747

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	11	10,416	11	10,416
Norwegian	147	17,093	134	56,371	281	73,464
Swedish	1	48	23	5,733	24	5,881
Dutch	...	...	10	5,163	10	5,163
Danish	...	...	4	1,707	4	1,707
Total	148	17,141	182	79,440	330	96,581
„ for the year preceding	...	...	...	...	...	54,632

Kragerö (Vice-Consul H. Larsen).

Ice.

The past year has not given satisfactory results with regard to the trade of this port. The prices of the staple articles, wood and ice, have been almost as low as in the latter part of 1890; probably still lower. The exporters did not, therefore, make any money on their sales last year.

The export trade of ice has, of course, been dull. Kragerö had, perhaps, a larger crop of the good, thick ice harvested in the winter of 1890-91 than any other port in this country.

For the coming season the exporters have not yet (January 29) been able to secure any ice-crop, as the thickness, on account of the changeable weather, has not till late reached more than about 8 inches to 10 inches. The quality of this ice is not satisfactory; so high prices will probably be paid for the small stock of old ice still on hand.

Freights.

Shipowners complain that the freights have been low and falling during the past year.

The three wood-pulp manufactories have shipped some thousand tons of pulp, but the prices obtained have been low and unremunerative.

No failures of any consequence have taken place.

RETURN of all Shipping at the Port of Kragerö during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	...	...
Other nations	455	85,010·85	184	46,793·83	639	131,804·68
Total	455	85,010·85	184	46,793·83	639	131,804·68

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Other nations ...	457	84,023·96	134	46,566·03	591	130,589·99
Total ...	457	84,023·96	134	46,566·03	591	130,589·99

RETURN of the Principal Articles of Export from Kragerö during the Years 1890-91.

Articles.	1890.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	37,524	70,000	44,038	85,000
Ice	72,170	16,000	52,898	9,000
Apatite	7,366	42,000	2,809	16,300
Wood-pulp	1,408	2,500	4,643	7,500
Felspar	5,620	1,800	1,580	580
Total	..	132,300	..	118,380

RETURN of the Principal Articles of Import to Kragerö during the Years 1890-91.

Articles.	1890.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	3,613	2,550	3,638	2,750
Iron	..	..	..	..
Salt	502	400	690	550
Total	..	2,950	..	3,300

RETURN of British Shipping at the Port of Kragerö in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	...	...	...	...	...	...	...	...	...	...	...
			Total Value of Cargoes.						Total Value of Cargoes.		
			£						£		
			...						...		
			...						...		
			...						...		

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.						Cleared.					
Countries/ whence Arrived.			Number of Vessels.			Countries/ whence Departed.			Number of Vessels.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	...	...	...	...	...	...	...	...	...	...	...
			Total Value of Cargoes.						Total Value of Cargoes.		
			£						£		
			...						...		
			...						...		
			...						...		

Laurvig and Sandefjord (Vice-Consul Dahm).

The general trade of these ports has continued in the same Trade.
inactive state as in the previous year.

The main article of export is timber, the price of which, Timber.
especially for prepared floorings, went lower than ever before. This was partly owing to the large production here, in Sweden, Effects of bad
and in Finland, and partly to the financial difficulties in England times in Great
at the beginning of the year. This, in conjunction with the Britain.
general depression, resulted in the failure of some leading firms
in the London timber trade. From the autumn, a gradual im-
provement set in, occasioned by the Swedish and Finnish shippers
agreeing to limit their output, and Australians again coming into
the market as buyers. The prospects for next year are fairly
good, a decided rise in prices having already taken place.

The freight market during the year has ruled very low, giving
little if any profit to the many shipowners of the district, and
there are no signs of any speedy improvement.

The ports were visited by only four British ships in 1891, Shipping.
against 16 in the previous year. This is explained by the change
in the ice business, which article is now principally sold delivered
in England, while before it was sold free on board and taken
away in British ships. Of the 16 ships entered in 1890, 13
loaded ice. Laurvig is open all the year round except in very
severe winters, when it may be closed for a few weeks. No
British ships winter in this district.

There is a regular line of steamers belonging to the Norwegian
Company "Östlloyd," running between Tyne Dock and
Laurvig, with Christiania as terminus, once every week.

434 ships, with a total tonnage of 126,462 tons, were entered
from abroad. Of these 299 were sailing ships, with a total
tonnage of 54,859 tons, and 135 steamers, with a total tonnage of
71,603 tons. As to nationality they were—250 Norwegian, 82
Swedish, 69 Danish, 15 German, 12 Dutch, 3 English, 2 French,
and 1 Finnish.

In 1890 there arrived from abroad 480 ships, of 838,134 tons
total burthen.

From Laurvig were cleared for places abroad 511 ships, of in
all 148,903 tons. Of these 315 were sailing vessels, of 51,380 tons,
and 196 steamers, of 97,523 tons. Their nationality was—337
Norwegian, 76 Swedish, 66 Danish, 15 German, 13 Dutch, 2
English, and 2 French.

In 1890 there were cleared for ports abroad 501 ships, of
128,134 tons.

Wooden goods of all kinds were exported to the amount of Exports.
45,059 tons, against 46,963 tons in 1890. Of this quantity
4,819 tons went to Australia, against 3,663 tons in the previous
year.

The export of wood-pulp has increased from 872 tons in 1890
to 3,165 tons in 1891.

The export of ice also shows an increase from 8,521 tons in Improved
1890 to 10,994 tons in 1891. trade.

Imports. 772 tons of granite were shipped, against 210 tons in 1890. The principal article of import from Great Britain in 1891, as formerly, was coals. 14,900 tons were imported, against about 10,000 tons in the two previous years.

Good fisheries. Laurvig and the neighbouring coast were, during the end of October and beginning of November, visited by immense shoals of herrings, and there was caught a larger quantity than in any of the preceding 10 years. The visits of the herrings are very irregular, so the population was badly prepared to receive them. Steamers, however, soon brought ready-made barrels and salt, every available quay accommodation was used, and good profits were realised, as well as by the men actually engaged in the fishing (of whom comparatively few were professional fishermen) as by the hands occupied with salting and putting the fish away in ice. In fact, it was a godsend for the poorer people of the town and the surrounding district. There was in all exported 1,120 tons, besides the large quantities consumed at home.

Norwegian and Scotch herrings. The principal market for this article is Hull. The herrings caught here are not, however, considered quite so good as those caught on the Scotch coast, nor do they command the same price as the Scotch, which reach the smoking houses quite fresh only a couple of hours after being caught.

Arrangements are now being made to be better prepared if the herrings should come back in the autumn of 1892, speculators hiring store rooms and wharfs, and the fishermen making suitable boats and nets, and securing the other necessary implements.

RETURN of British Shipping at the Ports of Laurvig and Sandefjord in the Year 1891.

Direct Trade in British Vessels from and to Great Britain.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	...	...	...	...	...	...	1	1	...	1,676	1,676
			Total Value of Cargoes.						Total Number of Crews.		
			£						21		
			...						£		
			...						s		

Indirect and Carrying Trade in British Vessels from and to other Countries.

Entered.										Cleared.									
Countries whence Arrived.		Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.		Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.					With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Germany	...	1	...	98	...	98	5	£			Norway	...	2	...	1,115	...	1,115	39	...
Russia	...	1	...	1,017	...	1,017	34	...			France	...	...	...	1,242	...	1,242	23	...
Norway	...	1	...	1,242	...	1,242	21	...				...	1	...	...	...	...		...
Turkey	...	1	...	1,676	...	1,676	21	...				...	...	...	1,242	...	1,242		...
Total	...	4	...	4,033	...	4,033	83	...			Total	...	1	2	3	1,115	2,357	62	...

Lofoten (Vice-Consul Rouquette).

Trade and
commerce.

In the export and import returns there is a decided falling-off both in the quantities and values as compared with 1890. The carrying trade is being done more and more by foreign vessels, to the exclusion of British.

Mines:
Iron.

In Ostnæsfjord iron ore of good quality is said to have been discovered, and an English company was reported to be in course of formation to work the mineral, but the arrangements for the sale and purchase of the property have now fallen through, and nothing definite has been done. In Andö it is also reported that an English company have taken over from the Government the coal deposits there, which they intend working this summer, not so much for the coal as for the clay. This clay is said to be valuable for the manufacture of porcelain, and is believed to be fully equal to that which is now imported from Holland and elsewhere for the various factories in this country.

Fisheries.

The Lofoten cod fishery commenced earlier than usual, as already at the beginning of January catches were made, but the stormy weather during the months of January and February prevented the fish being taken in large quantities, and it was not until the month of March that any remarkable hauls were made, which were chiefly in and around the renowned Ostnæsfjord, as is shown by the following statistics:—

Fish caught.

Date.	Fish Caught.
	Million.
From January 1 to February 28	1
March 1 to March 31	15
April 1 to April 18	5

The total catch and the products therefrom were below the yearly average, but the total value of the fishery was rather above the average. The following are the average results of the last 10 years, viz.:—

Average for—	Total fish.	Salted fish.	Dried fish.	Codheads for guano.	Roe.	Medicinal oil.	Trade oil.	Value.
	Millions.	Millions.	Millions.	Millions.	Tons.	Tons.	Tons.	£
1881-85 ...	23 $\frac{7}{10}$	20 $\frac{3}{10}$	3 $\frac{1}{10}$	17 $\frac{3}{10}$	2,840	323	1,650	322,222
1886-90 ...	27 $\frac{9}{10}$	23 $\frac{9}{10}$	4	15 $\frac{5}{10}$	2,950	1,310	2,500	345,000
1891 ...	21	18 $\frac{1}{10}$	2 $\frac{1}{10}$	16 $\frac{1}{10}$	1,963	1,820	1,410	371,111

Prices.

At the beginning of the fishery the prices of fish were from 10s. to 13s. 6d. per 100, but during March they rose from 14s. 8d. to 18s. per 100, which was rather higher than during the previous year. The quantity of roes salted was considerably below the average, as owing to the low prices obtainable the fishermen did not salt much, and the prices ruled from 3s. 6d. to 18s. per barrel, according to quality. The livers were fat, and yielded over 50 per cent. of oil, and the prices paid for them

varied from 13s. 6d. to 1l. per barrel, but at these rates buyers lost heavily, for the large production of seal and whale oil in other markets caused the price of cod oils to fall to the low figure at which they now are. Engaged in the fishery were 33,000 men, with 7,300 boats, and the average gross earnings per man amounted to 12l. 10s., which was about 13s. more than the average of the previous 10 years. Although the fishery was less than the annual average it was the opinion of many that it would have been much larger had there not been used so many sink-nets in Ostnæsford (where the bulk of the fish were caught). These, it was said, scared the fish and caused them to leave the fjord a short time after coming into it. Parliament has, therefore, passed a Bill restricting the use of this kind of net during the fishery until after March 18, and between the hours of 9 A.M. and 4 P.M. Restrictions re sink nets.

The herring fishery, which was a comparative failure, was very late before it began; and it was not until the month of October that any large quantities of fish were caught, and then they were mostly of small size and poor in quality. The prices paid for the fish were high, from 17s. 6d. to 1l. 5s. per barrel of 150 litres (33 gallons), and at these figures they remained nearly the whole season, chiefly kept up by speculators who eventually lost heavily, as the continental markets soon became glutted with the small herrings, and the prices paid for them quickly fell. Herrings.

RETURN of Principal Articles of Export from Lofoten during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Guano	2,627	13,135	3,695	18,475
Oil	600	9,000	1,143	17,145
Salted herrings..	35	216	1,135	6,810
Other articles ..	11	55	8	27
Total	3,274	22,406	5,981	42,457

RETURN of the Principal Articles of Import to Lofoten during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	8,794	7,695	10,500	9,188
Salt	..	..	1,674	2,788
Other articles ..	73	1,060	150	3,370
Total	8,867	8,755	12,324	15,346

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TABLE showing the Total Value of all Articles Exported from Lofoten and Imported to Lofoten from and to Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
United Kingdom ..	6,325	13,507	3,755	13,890
Germany ..	8,321	18,413	..	..
Portugal ..	..	..	..	1,456
Other countries ..	7,760	10,537	..	..
Total ..	22,406	42,457	8,755	15,346

RETURN of all Shipping at the Port of Lofoten during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	4	2,980	4	2,980
Norwegian ...	2	608	4	2,360	6	2,968
Other countries ...	1	140	3	1,504	4	1,644
Total ...	3	748	11	6,844	14	7,592

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	4	2,980	4	2,980
Norwegian ...	2	608	7	3,513	9	4,121
Other countries ...	1	140	3	1,504	4	1,644
Total ...	3	748	14	7,997	17	8,745

RETURN of British Shipping at the Port of Lofoten in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.			Total Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.
4	...	4	2,980	...	...	...	...	...	...
Total Number of Crews.			Total Value of Cargoes.		Total Number of Crews.			Total Value of Cargoes.	
63			£ ...		...			£ ...	

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Number of Vessels.			Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.
...	...	...	...	...	...	...	...	...	...
Total Number of Crews.			Total Value of Cargoes.		Total Number of Crews.			Total Value of Cargoes.	
...			£ ...		...			£ ...	

Mandal (Vice-Consul Andorsen).

Trade. The trade of this district has not been good during the year 1891; the prices obtained abroad for timber were very low, and the quantity exported was consequently greatly reduced.

Freights. Freights have also been low, and ships, as a rule, yielded little or no profits. Money is, therefore, scarce, and the rate of discount steadily rising.

Discount. The salmon fishing was very good, but the prices were considerably lower than in the preceding year. The mackerel fishing in the North Sea, which had been looked forward to with great expectation, was a failure in 1891.

Fisheries. A tourist hotel and sanatorium, which has been erected at Aaseral, 70 miles above Mandal, was opened last summer, and attracted many British tourists; the situation being picturesque and the trout fishing exceptionally good it is likely to draw many visitors to Aaseral, which has hitherto been quite unfrequented by tourists. No British vessel entered or cleared at Mandal during 1891.

Tourists.

RETURN of the Principal Articles of Export from Mandal during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	12,160	9,958	16,926	14,147
Birch staves and fir staves	5,042	4,801	6,096	5,628
Lobsters	2½	292	2⅞	217
Salmon in ice	15½	1,020	9½	861
Oak bark	10	42	13	53
Ice	542	70	62	8
Other articles	310	970	675	2,178
Total	18,082	17,153	23,784⅞	23,092

RETURN of the Principal Articles of Import to Mandal during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cotton goods	13	1,407	16	1,654
Woollen goods	9½	2,869	8½	2,674
Corn and flour	45	1,159	121	1,450
Wine and spirits	9½	739	5	389
Coals	1,618	1,299	1,046	837
Other articles	137	4,136	224	5,489
Total	1,832	11,609	1,420½	12,493

TABLE showing the Total Value of all Articles Exported from
and Imported to Mandal from and to Foreign Countries
during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
England	5,665	6,786	4,176	3,433
Denmark, Iceland, and the Faroe Islands ..	8,414	11,710	1,786	1,778
Germany	1,107	770	4,803	6,179
Other countries ..	1,967	3,826	844	1,103
Total	17,153	23,092	11,609	12,493

RETURN of all Shipping at the Port of Mandal during the Year
1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	...	...
Norwegian	165	15,297	1	134	166	15,431
Danish	5	391	...	...	5	391
Swedish	16	874	...	...	16	874
Dutch	2	156	...	...	2	156
Total	188	16,718	1	134	189	16,852
„ for the year preceding ...	241	17,508	5	1,234	246	18,742

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	...	...
Norwegian	167	16,767	4	661	171	17,428
Danish	6	463	...	...	6	463
Swedish	16	924	...	...	16	924
Dutch	2	156	...	...	2	156
Total	191	18,310	4	661	195	18,971
„ for the year preceding ...	262	17,851	4	1,059	266	8,909

Molde (Vice-Consul P. F. Dahl).

No report received.

Mosjøen (Vice-Consul H. P. Dahl).

Since the proprietors of the Vefsen estate left off exporting timber, no British merchant ship has entered this port.

Shipping.

Nearly all shipping to and from this place is now effected in the coasting steamers, which call several times a week at Mosjøen.

Silver ore.

The silver ore from Svenningdal and the guano from the two mills here are regularly shipped to Hamburg in the mail-boats.

The usual expeditions to the Lofoten and to the herring fisheries on the coast have been made from this district during the past year, and the produce which was not shipped via Bergen has been exported in direct steamers from the fishing stations.

The principal British articles which are employed here have, as usual, been imported via Bergen and Christiania, probably for want of direct communication with the United Kingdom.

British capital is not at present invested in mining operations here.

Salmon fishing.

The salmon rivers in this district are nearly all rented by English gentlemen, who, with their friends, spend the season out here.

The number of British sportsmen and tourists is increasing in this district.

Last season's salmon fishing amounted to about 8,000 lbs.

Trout fishing.

The trout fishing in the Svenningdal lakes and rivers of this district is splendid, perhaps the best in Norway.

Very good quarters may be had.

RETURN of the Principal Articles of Export from Mosjøen
(in Vefsen) during the Years 1891-90.

Articles.				1891.		1890.	
				Quantity.	Value.	Quantity.	Value.
Guano	...	...	Lbs. ...	630,500	2,050	792,000	2,650
Silver ore	...	...	" ...	597,000	4,150	539,000	7,500
Dried fish	...	...	" ...	...	...	255,000	2,250
Herrings	...	...	Hectolitres	1,048	950	...	...
Game...	...	...	Lbs. ...	4,150	50	...	...
Total	...	...	...	1,228,650	7,900	1,586,000	12,400

RETURN of the Principal Articles of Import to Mosjøen (in Vefsen) during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Lbs.	£	Lbs.	£
Textiles.. ..	16,000	700	16,950	1,130
Other manufactured goods.. ..	19,000	900	5,000	80
Brandy and wine ..	3,100	130	2,900	160
Colonial goods.. ..	4,150	80	200	5
Machinery and hardware	1,650	40	2,000	55
Other articles	8,900	300	1,000	190
Total	52,800	2,150	28,050	1,620

TABLE showing the Total Value of all Articles Exported from and Imported to Mosjøen to and from Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	50	..	660	410
Germany	7,850	12,400	900	650
France	..	..	520	520
Other countries	..	..	70	40
Total	7,900	12,400	2,150	1,620

Moss (Vice-Consul W. Erichsen).

Moss has this year been visited by only two British steamers, Shipping, which came from the Black Sea with rye and barley for the flour mills. There were, however, more foreign ships this year than last.

Trade was, on the whole, up to the average, and it seems Trade. prosperous at present, partly owing to the new factories which have been built and the old ones that have been fitted up with new machinery. This is the case especially with the flour mills, of which the largest one has gone over into the hands of a company with a capital of about 67,000£, which will extend this business considerably; and make it, perhaps, the largest of the kind in this country. A new yeast factory is being erected, the produce of which will mostly go to Great Britain.

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Herrings. These were not seen here until this autumn, when they came in great shoals round the bays of Moss and Jeldsen. Some of them were sent by steamer to the United Kingdom, others were salted here for sale subsequently.

Imports. The imports have been about the same this year as last, and consisted principally of grain, coals, and salt.

Exports. The principal articles of export have been wood, pit-props, wood-pulp, tinned provisions, and herrings. It appears that Moss has considerably improved in its exports and manufactures, and the population is on the increase.

No British subjects are settled here.

RETURN of the Principal Articles of Export from Moss during
the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wood-pulp or cellulose	1,292	20,400	1,441	22,500
Wood	12,461	21,200	14,582	23,600
Other articles	7,074	15,000	6,000	10,000
Total	..	56,600	..	56,100

RETURN of Principal Articles of Import to Moss during
the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Grain	23,282	111,100	30,185	145,000
Coals	14,800	14,200	15,000	14,000
Other articles	3,100	1,400	2,900	1,200
Total	..	126,700	..	160,200

TABLE showing the Total Value of all Articles Exported from and Imported to Moss to and from Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	23,000	24,000	14,200	14,000
Belgium	21,200	22,500	..	..
Russia	..	..	111,100	145,000
Other countries.. ..	12,400	9,600	1,400	1,200
Total	56,600	56,100	126,700	160,200

RETURN of all Shipping at the Port of Moss during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	2	2,357	2	2,357
Norwegian	96	50,179	60	18,111	146	68,290
Swedish	13	1,118	23	6,156	36	7,274
Danish	29	1,789	50	14,850	79	16,639
German	...	...	...	...	...	...
Total	138	53,086	125	41,474	263	94,560
„ for the year preceding ...	...	...	...	...	201	61,052

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	...	...
Norwegian	68	22,996	65	27,628	133	50,624
Swedish	4	214	13	3,206	17	3,420
Danish	19	1,202	50	14,850	69	16,052
German	1	45	...	...	1	45
Total	92	24,467	128	45,684	220	70,141
„ for the year preceding ...	...	...	...	...	178	70,533

RETURN of British Shipping at the Port of Moss in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.			Total Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.
...	...	...	...	...	...	...	...	...	...
			Total Value of Cargoes.					Total Value of Cargoes.	
			£					£	
			...					...	

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Number of Vessels.			Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.
1	...	1	1,017	...	...	...	...	...	...
1	...	1	1,669	...	...	...	...	...	...
2	...	2	2,086	...	...	...	...	...	...
			Total.					Total.	
			21					...	
			24					...	
			45					...	

Namsos (Vice-Consul Sommerschild).

The trade of this district with Great Britain was of the Average year. usual extent during the past year. Only one merchant ship visited the port of Namsos. The principal trade is in wooden articles and the produce of the fisheries.

The timber trade showed much the same results as in 1890. Timber. Prices were rather depressed. The same may be said of freights. 7,408 register tons of sawn wood were shipped to foreign countries; 6,747 tons of which went to British ports, the remainder to France and Germany.

The herring fisheries in this district during the past year were rather prosperous, but the cod-fishery gave very poor returns. No produce of the fisheries was exported to the United Kingdom. Most of the fish were sent to Bergen, Christiansund, and Trondhjem, and exported from these towns.

No manufacturing industry was carried on, except at the saw-mills and similar works.

The imports from the United Kingdom included textiles, hardware, coals, and a few other articles.

Most of the industrial and the household articles were obtained from the principal Norwegian towns.

No British capital was employed in any enterprise in this district.

Several gentlemen's yachts entered the port of Namsos during last summer, and a great many English people visited this district, principally for sporting purposes, such as salmon fishing and elk hunting.

RETURN of the Principal Articles of Export from Namsos
during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
Wood	Tons. 7,408	£ 18,000	Tons. 8,701	£ 21,000
Total .. .	7,408	18,000	8,701	21,000

RETURN of Principal Articles of Import to Namsos during the
Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Textiles.. ..	5	1,300	5	1,200
Coffee	11	1,000	12	1,000
Sugar	30	750	20	500
Flour	13	170	35	400
Coals	22,270	1,425	1,150	750
Other articles	15	1,700	16	1,500
Total	2,344	6,345	1,238	5,350

TABLE showing the Total Value of all Articles Exported from
Namsos and Imported to Namsos from and to Foreign
Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	16,400	16,000	2,100	1,850
France	700	3,300	550	250
Germany	900	1,700	3,000	2,350
Other countries	..	..	695	400
Total	18,000	21,000	6,345	5,350

RETURN of all Shipping at the Port of Namsos during the Year
1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	529	1	529
Norwegian... ..	22	5,141	4	1,375	26	6,516
Russian	1	363	...	...	1	363
Total	23	5,504	5	1,904	28	7,408
„ for the year preceding	28	7,719	2	982	30	8,701

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	529	1	529
Norwegian	22	5,141	4	1,375	26	6,516
Russian	1	363	...	...	1	363
Total	23	5,504	5	1,904	28	7,408
„ for the year preceding ...	28	7,719	2	982	30	8,701

RETURN of British Shipping at the Port of Namsos in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	1	1	...	529	529	1	...	1	529	...	529
			Total Number of Crews.						Total Number of Crews.		
			13						13		
			£ ...						£ 1,500		

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.						Cleared.					
Country whence Arrived.	Number of Vessels.			Tonnage.			Country to which Departed.	Number of Vessels.			Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	
...	...	...	...	...	...	...	...	...	...	...	...
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Skien and Porsgrund (Vice-Consul Franklin).

The two subjoined tables show 37 vessels (of 12,130 register British tons) entered and cleared in 1891, being a trifle more than last year. It is in the ice trade, now as formerly, that the bulk of British shipping to and from this district is employed. Of the above 37 vessels, 26 were loaded with ice, 6 were loaded with timber, 4 were loaded with copper ore, and 1 left in ballast to load at Brevig. Of these 37 vessels only 3 brought cargo.

These have not done well, having scarcely had an average year, although it can scarcely be said that owners have been sailing at a loss. The freights from this district were, as usual, very low in the early spring, but kept up during the summer and autumn. They were better from here to England than from most of the other places on the coast, on account of the shipments of telegraph-poles for the British Government and other purchasers. The greater part of the ships loaded at Skien and Porsgrund went to Great Britain.

Two small ships have been launched, and one is building. Shipbuilding.

The exports have been considerable, but prices have ruled too low for this to be considered a fair year, excepting for those holding contracts from former seasons. Ice trade.

This has been very dull, and prices ruled low. The demand for sawn and planed goods in France, in view of the new tariff coming into force on February 1, 1892, assisted somewhat the autumn demand. The outlook for 1892 is a little more encouraging, owing to the reduced stocks in England and the diminished production abroad. Timber trade.

These were about the same. Skien takes the bulk in large and increasing quantities. Imports of coal.

The Bratsberg mines (an English company) have exported in larger quantities than in 1890, viz., four cargoes by British vessels, and further quantities by the English steamers from Christiania. These mines have now refining and smelting works, which are working satisfactorily. Copper ore.

A work of great magnitude, and specially interesting for tourists. It has been navigated by small steamers since the autumn, and is of immense assistance in the carriage of ore from the above-mentioned mines. The Ulefoss-Strengen Canal.

At Loveid, just above Skien, very extensive paper works are being erected, in which English capital is, to some extent, invested. It is supposed that these works will be about the largest of the kind in Norway, and that they will have command of quite exceptional water-power. Loveid.

In Skien an extensive flour-mill is about to be erected.

The export has been kept up well, at very fair prices, owing to the combination amongst exporters, and the prospects are encouraging. Skien. Pulp and cellulose.

The National Exhibition at Skien this summer was extensively visited, and proved a decided success. National exhibition.

- Navigation. The channel has been deepened between Porsgrund and Skien.
- Bridge. The bridge over the river at Porsgrund is completed, and has been opened. It offers no impediment to steamers or vessels being towed. No toll for ships.
- Agriculture. The crops were mostly inferior.
- Porsgrund
creosote
works. In Porsgrund creosote works on a small scale—the first of the kind in Norway—are being erected by a company, of which the directors and some of the shareholders are English.
- General trade. The general trade of this district is, on the whole, increasing.

RETURN of British Shipping at the Ports of Skien and Porsgrund in the Year 1891.
Direct Trade in British Vessels from and to Great Britain.

(1430)

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.			Total Tonnage.			Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	£
...	28	28	...	9,561	9,561	...	10,977	10,967	Unknown.
									313

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Countries whence Arrived.			Number of Vessels.			Number of Vessels.			Value of Cargoes.
			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	£
Germany ...	3	3	347	287	734	...	...	98	...
Holland ...	...	1	...	149	149	...	1,065	...	...
Norway ...	...	1	...	915	915	1	2	...	...
Denmark ...	...	1	...	771	771	...	...	...	...
Total ...	3	6	347	2,222	2,569	2	3	1,065	...
									32

Risør (Vice-Consul A. F. Finne).

The past year was, upon the whole, rather below than above the average.

Freights. As the freights continued to rule low, shipping gave but small profits to the shipowners.

The wood trade also yielded but little profit to the exporters, as prices, both for sawn timber and mining timber, were unfavourable.

Ice. The export of ice has decreased considerably, being now only about one-third of the quantity exported some years ago. The result of this trade was no better this year than last.

Wood-pulp. The export of wood-pulp was carried on upon the same scale as last year.

Lobsters. 6,728 lobsters were exported.

RETURN of Principal Articles of Export from *Risør* during
the Years 1891-90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
Timber	Cub. inch ..	66,528	} Unknown.	...	£ 50,490
Ice	Tons ...	4,021		6,478	973
Wood-pulp (dry) ..	" ...	279		300	1,083
" (wet)	" ...	305		118	196
Lobsters	Number ...	6,728		9,853	329
Total					53,071

RETURN of the Principal Articles of Import to *Risør* during the
Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coals	926	532	1,425	1,110
Cotton articles ..	5	692	4	685
Woollen articles ..	4	1,305	4	535
Canvas	6	555	8	763
Total		3,084		3,093

TABLE showing the Total Value of all Articles Exported from
Risør and Imported to Risør to and from Foreign Countries
during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
England	..	..	2,270	2,944
Germany	..	..	1,897	2,841
Denmark	..	..	503	..
Sweden	..	..	446	..
Other countries ..	..	..	340	1,408
Total	..	..	6,056	7,193

RETURN of all Shipping at the Port of Risør during the Year
1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	240	1	240
Norwegian	121	44,697	5	668	136	45,365
Swedish	9	168	...	...	9	168
Danish	18	2,359	...	...	18	2,359
Total	158	47,164	6	908	164	48,072
„ for the year preceding ...	177	44,081	1	420	178	44,500

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	240	1	240
Norwegian	142	50,106	12	4,594	154	54,700
Swedish	6	253	...	...	6	253
Danish	18	2,359	...	...	18	2,359
Total	166	52,718	13	4,834	179	57,552
„ for the year preceding ...	189	53,287	12	4,210	201	57,497

Stavanger (Vice-Consul L. Berentsen).

Shipping and trade results during the past year have not been encouraging. Freights were, as a rule, very low, and the trade slack throughout. Many wooden ships have been lost, and some sold. The sailing-ship tonnage has in this way considerably decreased. Some few steamers have been bought, and others built.

The seaweed-burning mentioned in last year's report is in- New industry creasing. 432 tons have been exported in 1891, all to Scotland. This new industry is a good source of income to farmers and fishermen.

A manufactory of artificial butter (margarine) has been established in this city by the well-known Stavanger Food Pre- Margarine. serving Company. The new firm is registered as the "Stavanger Margarine Company."

The fisheries in general were pòor, and not at all encouraging to the curers, who have rather lost money than the contrary. By the end of the year herring fishing was going on upon the east coast of Norway, and curers from this port participated in the work. The herrings cured have not yet been disposed of, but there will hardly be any profits.

Last year several influential men worked for the establishment of a manufactory for preparing condensed milk, especially for export. The share capital was subscribed, but as the shareholders could not agree where to situate the manufactory, the idea was abandoned. There is no doubt it would be a profitable business if a good place could be selected, as Stavanger gets a large supply of milk, which could be greatly increased from the neighbourhood.

Several vessels from America have touched here for orders, and it is quite probable that this place, on account of its situation, will become more and more a calling port for steam and sailing ships bound to the Baltic.

Some trained mercantile men carrying on business here have State grants to got travelling grants from the State in order to work for the travellers. discovery of new markets for Norwegian products (principally all sorts of fish) in America and Austria.

No mining worth mentioning was carried on in the neighbourhood, except the English mine at Saude, Ryfylke, where the prospects are better than formerly, as a new vein is said to have been discovered.

A company here last year bought three old iron steamers from Buying old England. They have been broken up in order to sell the materials. ships. This business will most likely be continued if it continue to prove profitable.

A joint stock company has bought the property of the old "Tou Interessentskab." The business carried on consists of a brewery and mills.

A new dairy, called the "Frue Meieri," is established here for Dairying. the export of butter and cheese.

The number of strangers who visit this district is steadily increasing, thus proving that Stavanger is becoming more and more an important starting-point for tourists. Great efforts are being made to provide comfortable lodgings and improved means of communication.

Only 1,879 sheep were exported from this port, but including those exported from Sarmæs (a small town about 8 English miles from here) about 3,600 sheep were shipped from this district in 1891. The average price was about 14s. 8d.

The stock-breeding establishment at Rennesö, the first pedigree animals of which were bought in Scotland, sold at a public auction here last year 38 he-lambs at an average price of 3*l.* 2*s.* 3*d.* a-piece.

RETURN of all Shipping at the Port of Stavanger during the Year 1891.

ENTERED—SAILING SHIPS.

Nationality.	Number of Ships.			Tonnage.		
	In Ballast.	With Cargo.	Total.	In Ballast.	With Cargo.	Total.
British	...	...	...	...	...	...
Norwegian	37	119	156	10,984	19,982	30,966
Swedish	...	3	3	...	85	85
French	...	1	1	...	132	132
Total	37	123	160	10,984	20,199	31,183

ENTERED—STEAMSHIPS.

Nationality.	Number of Ships.			Tonnage.		
	In Ballast.	With Cargo.	Total.	In Ballast.	With Cargo.	Total.
British	2	52	54	907	48,196	49,103
Norwegian	38	222	260	16,078	122,613	138,691
Swedish	1	50	51	196	14,196	14,392
Danish	...	34	34	...	14,330	14,330
Dutch	...	29	29	...	15,280	15,280
German	...	2	2	...	470	470
Total	41	389	430	17,181	215,085	232,266

CLEARED—SAILING SHIPS.

Nationality.	Number of Ships.			Tonnage.		
	In Ballast.	With Cargo.	Total.	In Ballast.	With Cargo.	Total.
British	...	...	...	...	...	...
Norwegian	66	43	109	19,491	2,653	22,144
French	1	...	1	132	...	132
Total	66	43	109	19,623	2,653	22,276

CHRISTIANIA.

85

CLEARED—STEAMSHIPS.

Nationality.	Number of Ships.			Tonnage.		
	In Ballast.	With Cargo.	Total.	In Ballast.	With Cargo.	Total.
British	...	54	54	...	50,157	50,157
Swedish	1	37	38	242	8,916	9,158
Norwegian	72	81	153	39,302	106,436	145,738
Danish	4	29	33	1,665	13,171	14,836
Dutch	7	27	34	3,902	14,267	18,169
Total	84	228	312	45,111	192,947	238,058

RETURN of Principal Articles of Export from Stavanger
during the Years 1890-91.

Articles.		Quantity.	
		1890.	1891.
Herrings	Tons	6,180	3,039
Mackerel dried.. ..	"	177	435
" fresh	Number	..	53,527
Butter, natural	Tons	7½	24
" margarine	"	9	11
Ore .. ..	.. ..	..	..
Infusorial earth	Tons	187	88
Fish oil	"	60	72
Anchovies	"	..	790
Ponies	Number	132	8
Sheep	"	11,435	1,819

RETURN of Principal Articles of Import to Stavanger during
the Years 1890-91.

Articles.		Quantity.	
		1890.	1891.
Coal	Tons	24,780	26,566
Salt	"	7,631	11,631
Rice	"	86	123
Wheat	"	1	224
Rye	"	3,772	3,901
Barley	"	1,863	1,802
Peas	"	163	100
Flour	"	873	1,369
Coffee	"	213	217
Tea	"	2	3
Sugar	"	179	197
Molasses	"	164	381
Tobacco	"	15	25
Oil	"	157	291
Spirits	"	15	17
Wines	"	33	51
Hops	"	2	2
Cotton	"	2	15
Hemp, flax, jute	"	197	146
Thread	"	8	10
Manufactures—			
Silk	"	2	2
Woollens	"	65	56
Cotton goods	"	116	95
Hemp, flax, jute	"	86	90
Leather	"	33	12
Crockery	"	8	13
Petroleum	"	166	254

Trondhjem (Vice-Consul Kjeldsberg).

Increased imports. The most noteworthy feature of the trade of this port in the past year is an increase in the imports of about 17,000 tons, as compared with 1890. This considerable increase is chiefly due to a larger importation of grain and flour, coals, oil, and sundry articles, as shown in the table.

Decreased exports. At the same time there is an equally large decrease in the exports, which, however, is entirely due to a smaller export of Swedish wood.

Good trade with United Kingdom. The trade with Great Britain (including transit goods) has on the whole been fully maintained; showing even a considerable increase in many articles of import, while the only noteworthy diminution is in spinning materials and linen goods, which show a decrease respectively of 46 tons and 20 tons. The importation of bacon (almost entirely transit), has been much smaller in 1891 than during the previous years.

Increase of British shipping. British shipping shows an increase in tonnage of about 6,000 tons as compared with 1890.

In the trade with Sweden by rail there has been a decrease Trade with
as regards most articles, the total quantity showing more than Sweden.
4,000 tons less than in 1890.

The harvest in this district was a good one. As regards Good harvest
corn, farmers obtained higher prices than for many years and high
prices.
previously. About 2,500 tons of oats were exported.

Money was dearer throughout the year. The bank rate of
discount, which commenced at $4\frac{1}{2}$ per cent., rose gradually until
it reached 6 per cent. at the close of the year.

RETURN of Principal Articles of Import from Great Britain
to the Port of Trondhjem during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Meat	0·2	..	12·0	..
Bacon	373 2	..	2,167·0	..
Cheese	0·4	..	0·3	..
Butter	0·8	..	0·4	..
Rye	202·0	..	192·0	..
Peas	0·1	..	0 3	..
Wheat	0·3	..	0·8	..
Oats and oatmeal ..	8·0	..	7·0	..
Coffee	90·1	..	66·0	..
Tea	0·6	..	0·7	..
Sugar	287·7	..	213 0	..
Treacle	2,266·0	..	1,319·0	..
Oranges.. ..	61·6	..	68·0	..
Rahins	21·8	..	17·0	..
Bread	3·4	..	3·0	..
Spirits	10·0	..	8·0	..
Wine	15·6	..	14·0	..
Spinning materials ..	38·6	..	85·0	..
Yarn	35·9	..	34·0	..
Silk	0·134	..	0·6	..
Woollen goods ..	30·7	..	35·0	..
Cotton goods ..	93·8	..	96·0	..
Linen goods ..	20·0	..	40·0	..
Hides	6·0	..	21·0	..
Flour	247·0	..	..	..
Suet	0·3	..	90·0	..
Oils	245·0	..	233·0	..
Paraffin oil ..	862·0	..	508·0	..
Stearine candles ..	0·1	..	0·5	..
Soap	7·3	..	5·0	..
Indiarubber ..	21·5	..	0·6	..
Wooden goods ..	4·9	..	10·0	..
Dyes	126·3	..	102·0	..
Cork	..	..	4·0	..
Paper	1·0	..	1·0	..
Clay	781·0	..	120·0	..
Coals	70,414·0	..	66,117·0	..
Salt	1,729·0	..	1,092·0	..
Saltpetre	76·8	..	11·0	..
Soda	993·0	..	289·0	..
Bricks	1,254·0	..	459·0	..
Pottery	5·4	..	3·0	..
Glass (bottles, &c.) ..	8·2	..	23·0	..
Iron	1,759·0	..	1,829·0	..
Copper	26·8	..	19·0	..
Zinc	14·5	..	5·0	..
Lead	62·7	..	62·0	..
Nails, iron	26·4	..	23·0	..
Knives and forks (iron)				
and scissors	2·1	..	3·4	..
Wire, iron	22·8	..	3·6	..
Tools	32·3	..	34·0	..
Door-handles	4·4	..	4·0	..
Rails	463 0	..	435 0	..

RETURN of Principal Articles of Import from Great Britain to
the Port of Trondhjem during the Years 1891-90—continued.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Anchor and chains ..	180·0	..	94·0	..
Iron plates	89·5	..	89·0	..
Apples and pears ..	27·5	..	11·0	..
Vegetables	41·8	..	61·0	..
Machinery	..	9,786	..	5,000
Steamships, 2	915·0	..	..	..
Total	83,096·5	..	76,141·2	..

RETURN of Principal Articles of Export to Great Britain from
Trondhjem during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Fresh fish	215	..	163	..
Dried fish	112	..	203	..
Herrings (salted) ..	1,910	..	2,165	..
Cod-liver oil	220	..	265	..
Wood, Norwegian ..	7,670	..	6,932	..
„ Swedish	28,230	..	39,195	..
Ore	27,830	..	30,884	..
Copper	296	..	254	..
Butter	47	..	46	..
Wood-pulp, Norwegian	2,979	..	2,183	..
„ Swedish	3,832	..	5,179	..
Cellulose	1,825	..	2,323	..
Oats	2,509	..	..	..
Fish, guano	122	..	..	..
Paper	140	..	..	..
Nickel	17	..	..	..
Other articles	305	..	392	..
Total	73,259	..	90,189	..

RETURN of all Shipping at the Port of Trondhjem during the
Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	1	149	69	56,373	70	56,522
Norwegian ...	26	5,530	231	128,047	257	133,577
Swedish ...	...	...	1	304	1	304
Danish ...	...	...	35	14,776	35	14,776
German ...	2	192	2	1,032	4	1,224
Russian ...	1	269	...	...	1	269
Total ...	30	6,140	333	200,532	368	206,672
„ for the year preceding ...	31	6,216	280	164,647	311	170,863

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	1	149	71	58,815	72	58,964
Norwegian ...	26	5,344	233	130,029	259	135,373
Swedish ...	...	...	1	304	1	304
Danish ...	...	...	35	14,776	35	14,776
German ...	1	125	2	1,032	3	1,157
French ...	1	131	...	...	1	131
Russian ...	1	269	2	65	3	269
Total ...	30	6,018	344	205,021	374	210,974
„ for the year preceding ...	40	8,271	300	179,114	340	187,385

RETURN of Principal Articles of Import to Trondhjem during
the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Bacon	868	..	2,168	..
Grain	16,101	..	10,228	..
Flour	3,430	..	2,247	..
Rice	420	..	317	..
Coffee	1,305	..	1,389	..
Sugar	1,557	..	1,472	..
Treacle	2,410	..	1,461	..
Wine	189	..	140	..
Spinning materials ..	78	..	133	..
Yarn	71	..	75	..
Cotton goods	122	..	141	..
Woollen goods	108	..	110	..
Hides	114	..	149	..
Oil	2,398	..	1,514	..
Coals	70,414	..	66,337	..
Salt	7,413	..	7,848	..
Soda	1,013	..	294	..
Iron	2,026	..	1,861	..
Rails	512	..	435	..
Dye-stuffs	276	..	255	..
Machinery	..	21,439	..	16,277
Steamships, 2	..	..	..	..
Other articles	7,155	..	2,596	..
Total	117,980	21,439	101,170	16,277

RETURN of Principal Articles of Export from Trondhjem to
Sweden, by rail, during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Bacon and meat ..	907·5	..	2,064	..
Herrings and fish, salted ..	7,929·5	..	9,267	..
Dried fish ..	1,314·6	..	1,311	..
Fresh fish ..	168·0	..	292	..
Cod-liver oil ..	18·1	..	294	..
Grain ..	476·0	..	1,104	..
Flour ..	412·4	..	797	..
Coffee ..	322·0	..	370	..
Sugar ..	88·2	..	286	..
Salt ..	184·8	..	314	..
Butter and cheese ..	17·5	..	143	..
Iron and nails ..	162·5	..	66	..
Metals ..	2·7	..	46	..
Coals ..	232·0	..	99	..
Bricks ..	42·0	..	22	..
Spirits ..	9·6	..	30	..
Hay ..	0·7	..	6	..
Manure ..	76·0	..	88	..
Potatoes ..	168·7	..	13	..
Brimstone ..	748·8	..	505	..
Oil (petroleum) ..	270·1	..	310	..
Paper and pasteboard ..	11·3	..	..	..
Clay, lime and cement ..	110·7	..	..	..
Other articles ..	422·1	..	785	..
Total ..	14,095·8	..	18,612	..

RETURN of British Shipping at the Port of Trondhjem in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Tonnage.		Total Number of Crews.		Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	Total.	Total.
15	1	17	9,494	709	10,303	290	£	...	...
								86	...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Tonnage.		Number of Crews.		Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	Total.	£
3	...	3	2,756	...	403	8,333	8,736	229	...
Russia	...	...	386	18	...	385	385	18	...
Germany	...	...	149	...	2,288	...	2,288	56	...
Belgium	...	...	1,403	...	290	...	290	12	...
Norwegian ports	...	...	...	...	...	...	...	...	...
Total	6	1	3,693	1,000	2,981	8,718	11,699	315	...

Tromsø (Vice-Consul Holst).

No report received.

Tönsberg (Consular-Agent Alf Monsen).

No British vessel has entered this port during 1891.

Freights.

These have been very dull during the past year, and shipping profits have been very small. A few vessels have been laid up during the whole of last year, and the aspect of the new one does not look very encouraging for shipowners. This district shows an increase this year in tonnage of three large new steamers of about 11,500 tons D.W., and one steel sailing ship of 3,400 tons burthen; besides two new steamers of 2,500 tons each, which have been contracted for, and are expected to be ready next spring. Many old wooden ships have been lost, and very few small wooden ships are being built now. This kind of vessel will be scarce in the future. People here believe that steamers will gradually supersede sailing ships, especially on the short routes.

Trade.

Trade has been lively, and we had no failures last year among our merchants.

Last summer the excavation of a new canal was commenced, but it will take four years before it will be finished.

Imports.

81 vessels arrived from Great Britain, of which 51 brought 11,733 tons of coal and 156 tons of coke; and 28 arrived in ballast.

The total number of vessels that entered this port in 1891 was 222.

Exports.

167 Norwegian vessels cleared for Great Britain with cargoes of timber, oil, skins, wood-pulp, manure, &c. The total number of vessels cleared were 145 sailing vessels and 49 steamers, measuring in all 66,722 tons register. Our whaling companies ship most of the oil and guano direct from Finmarken to Great Britain.

Sealing.

26 sealing steamers, measuring 6,446 tons register, had a catch of 66,752 seals, 66 ice bears, 770 bottlenose whales, and 1 blue whale. The seal oil has been sold partly in Hamburg and partly in London and Glasgow, and it fetched about 20% per ton, on the usual conditions. All the sealskins have been sold as formerly by public auction in London, but the prices were lower than in 1890 and reached an average of only about 5s. each.

The total catch last year was smaller than formerly, for although some vessels had a good catch of young seals the average take was bad, and very few vessels yielded any profits to the owners.

Two sealing steamers have been sold to Scotland, one has left for Greenland with a Danish expedition, and has not yet come back, and the other has been sold for the trade between Iceland and Norway, and is going as a tender to a whaling steamer in Icelandic waters.

There will thus, in all probability, be five sealers less next year than formerly.

27 steamers, measuring 821 register tons, caught 704 whales Whaling. on the coast of Finmarken, giving about 2,500 tons of oil, which mostly has been sold in Scotland at 19% per ton, average price.

Mr. Svend Foyn sent one of his sealing steamers as a tender to a whaling steamer off the coast of Iceland last spring, but the sealing steamer was wrecked on the coast of Iceland and totally lost at the very beginning of the season. Mr. Foyn intends to try again this year with another steamer.

Eight steamers on the coast of Iceland have caught 206 whales, of which 10 were "north capers," whose whalebone is now worth about 2,000% per ton.

22 steamers got 50 whales in the Sleeve, during November and December last.

A new oil manure factory has been built at Tinvik, on the Island of Nöterö; they also intend to erect a refinery in connection with this oil factory.

The herring fishery was carried on together with the whaling along the south coast of Norway, and great quantities of herrings were salted, though some were shipped fresh to England and Germany.

51 sailing vessels and 6 steamers, measuring 5,456 registered tons, had a catch of 2,439 bottle-nose whales. These yielded about 22,000 tons of oil, which fetched about 20% per ton, delivered Glasgow and London.

Whale guano has been sold at 5*l.* 17*s.* per ton, and whalebone of the "fin" and "blue" whales at 100% per ton and 200% per ton respectively.

Seamen's wages have been about 2*l.* 3*s.* per month.

Health has been good during the past year, and we have had Health. no epidemic diseases. The sanatorium at Ormelet, on Tjomö Island, was visited by many strangers last year; the living is considered good and the fishing magnificent. A new sanatorium has also been built at Narveröd, about 6 English miles from Tönsberg, close to Vallö on the Christiania Fjord, with good bathing and facilities for nice fishing about the surrounding islands.

These were destroyed by fire last summer, and have now been Tape rope rebuilt and fitted up with the best machinery for the manufacture works. of hemp, manilla, and wire ropes. The factory has recommenced working.

Tönsberg has now a little over 7,000 inhabitants.

RETURN of Principal Articles of Export from Tönsberg
during the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Bottle-nose oil	1,048	20,972	815	19,500
Seal oil	672	12,454	400	8,000
Whale oil	541	10,379	266	5,850
Pit props and lumber ..	1,192	2,980	4,405	4,500
Empty barrels	2,463	547	500	700
Other articles	651	5,500	819	800
Total	6,567	52,832	6,705	38,850

RETURN of Principal Articles of Import to Tönsberg during
the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal and coke	11,889	5,944	6,700	3,500
Salt	180	135	237	175
Barley	289	2,800	307	3,000
Hemp	146	4,090	227	6,500
Empty barrels	5,450	1,210	..	..
Finners	2	220	..	..
Other articles	571	782	900	555
Total	18,527	15,181	8,171	13,730

TABLE showing the Total Value of all Articles Exported
from Tönsberg and Imported to Tönsberg from and to
Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Britain	34,269	48,000	6,356	3,675
Denmark	1,347	..	3,020	3,000
Russia	..	..	4,543	6,500
Sweden	830	250	279	555
Iceland	3,330	..	..	..
Germany	13,056	4,000	933	..
Total	52,832	52,250	15,131	13,730

RETURN of all Shipping at the Port of Tönsberg during the
Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	143	36,128	22	4,034	165	43,160
Swedish ...	58	452	...	...	58	452
Danish ...	8	532	...	...	8	532
Dutch ...	1	67	...	...	1	67
Total ...	210	40,177	22	4,034	232	44,211

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	119	37,997	48	27,826	167	65,823
Swedish ...	16	132	...	...	16	132
Danish ...	9	667	1	33	10	700
Dutch ...	1	67	...	...	1	67
Total ...	145	38,863	49	27,859	194	66,722

Vadsö (Vice-Consul Akermund).

Trade in 1891 was much as usual.

The bad fisheries of late years in the Varanger Fjord are now supposed to have culminated, as the fish after the restriction of the time allowed for whale-fishing in the fjord again revisit their former haunts.

The prices of dried fish and cod-liver oil have, as a rule, been higher than they were last year. The usual brisk trade between this port and the Russian Murman coast and Archangel has been considerably less than formerly. This decrease in the traffic was caused by the Russian prohibition of the export of flour.

The state of health has been good, having been without any epidemic diseases.

RETURN of Principal Articles of Export from Vadsö during
the Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cod-liver oil	240	5,800	500	5,848
Dried fish	590	15,263	755	16,780
Salt fish	1,083	8,759	1,153	4,005
Manure	245	2,450	414	4,137
Reindeer skins	2	156	2	250
Horns	..	..	1	6
Salt hides	1	15	..	..
Herrings	..	..	25	50
Total	2,161	26,943	2,850	31,076

RETURN of Principal Articles of Import to Vadsö during the
Years 1891-90.

Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Salt	773	700	1,435	1,400
Coals	4,623	3,900	4,846	4,800
Groats	50	630	69	648
Rye-flour	540	7,700	788	5,628
Wheat-flour	5	100	4	60
Salt meat	11	242	14	305
Butter	3	185	4	250
Coffee	..	30	2	200
Sugar	27	1,500	26	1,460
Tea	1	230	1	230
Wine	2	120	2	120
Spirits	5	560	4	450
Woollen articles	2	1,200	1	600
Cordage. . . .	4	80	7	140
Iron goods	5	25	2	10
Petroleum	10	180	18	324
Cod-liver oil	57	1,156	160	2,400
Dried fish	12	285	52	1,000
Wooden articles	800	800	1,200	1,000
Total	6,980	19,623	8,635	21,025

TABLE showing the Total Value of all Articles Exported from and Imported to Vadsö from and to Foreign Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	..	..	5,880	6,170
Russia	5,022	6,619	11,128	11,481
Italy	14,000	14,842	..	..
Germany	5,471	6,104	2,620	3,424
Denmark	2,450	4,011	..	..
Total	26,948	31,076	19,623	21,025

RETURN of all Shipping at the Port of Vadsö during the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	1	632	1	632
Norwegian ...	8	2,091	38	22,705	46	24,796
Russian ...	43	1,875	13	5,033	56	6,908
Danish ...	1	146	...	...	1	146
German ...	2	493	...	...	2	493
Total ...	54	4,605	52	28,370	106	32,975
„ for the year preceding ...	...	...	...	...	...	31,606

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	1	632	1	632
Norwegian ...	8	2,091	38	22,705	46	24,796
Russian ...	40	1,875	13	5,033	53	6,908
Danish ...	1	146	...	...	1	146
German ...	2	493	...	...	2	493
Total ...	51	4,305	52	28,370	103	32,675
„ for the year preceding ...	...	...	...	...	...	31,606

Vardö (Vice-Consul Holmboe).Imports and
exports.

The import and export tonnage to and from Vardö is 3,010 tons less than it was in the year 1890. It may be remarked that all vessels coming from Great Britain with salt and coal are cleared for the White Sea in ballast, and contain no articles of export from Vardö. Of course the tonnage of vessels entered and cleared here is exactly the same, as all vessels entered also cleared outwards during the same season. Between the import and export of goods there is a great difference of tonnage, and this has especially been the case during 1891.

The imported goods amounted to 17,919 tons, and the exported to only 7,451 tons 10 cwts.

In the year 1890 the amount of exported goods was 10,370 tons, but in 1891 great quantities of stock fish were stored up for the winter. The good, in fact, extremely high, prices obtained for this particular article went down suddenly, and fish owners have since then been expecting better prices. They will not export the fish until a more favourable time arrives. They having agreed upon the price at which they are prepared to sell.

Of British vessels there entered and cleared only two: one steamer and one sailing vessel.

Good
fisheries.

The fishery around Vardö and all over the whole of Finnmarken (excepting the Varanger Fjord) was very rich almost the whole year.

Whaling.

Whaling also gave very good results. Along the coasts of Finnmarken there were killed 700 whales, and some few, perhaps, were killed outside of Russian Lapland. The Russian whalers were not at all successful. Their two establishments are closed and the owners have endeavoured to sell their buildings, steamers, &c., very cheap. There were no expeditions to Siberia last year. The summer was very short and also very cold, for which reason, of course, the grass did not grow as high as usual. On Russian territory it was much better, and this place was sufficiently furnished with hay from thence.

RETURN of the Principal Articles of Export from Vardö during
the Years 1891-90.

Countries and Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Great Britain—				
Whale finners	9	225	..	..
Whalebone	75	300	..	..
Whale-oil	970	19,653	1,150	23,300
Guano	..	..	198	1,020
Miscellaneous	7½	378	..	..
Italy—				
Stock fish	400	9,000	1,300	22,170
Russia—				
Stock fish	57½	900	50	830
Salted „	5,300	23,600	6,100	23,860
Herrings	51	140	70	300
Miscellaneous	9½	50	..	..
Germany—				
Whale-oil and fish liver- oil	486	9,414	650	18,000
Guano	86	574	850	5,670
Reindeer horns and skins	..	..	2	20
Total	7,451½	64,234	10,370	90,170

RETURN of the Principal Articles of Import to Vardö during
the Years 1891-90.

Countries and Articles.	1891.		1890.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Great Britain—				
Salt	2,017	1,571	2,240	1,745
Coals	2,117	7,336	8,700	7,000
Ironware	11½	306	15	400
Miscellaneous	2	163	..	..
Russia—				
Butter	6	380	11½	700
Rye flour	2,400	18,750	2,600	16,250
Wheaten flour	18½	216	10½	140
Oatmeal	195	1,969	260	2,100
Meat, salted	36½	756	66	1,350
Cordage of hemp	14½	517	13½	450
Outer bark of birch	70	508	47	340
Timber, deals, and wood	3,701	3,360	2,970	2,750
Salmon, salted	30	1,167	..	..
Co-liver oil	245	3,675	..	..
Miscellaneous	16	539	25	700
Germany—				
Sugar, tea, and coffee ..	24	840	11	400
Petroleum	7	121	15	260
Cement	..	..	450	780
Miscellaneous	13	680	40	1,400
Total	17,919	42,852	17,474½	36,765

RETURN of all Shipping at the Port of Vardö during the Year
1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	1	356	1	652	2	1,008
Norwegian ...	14	3,335	19	6,597	33	9,932
Russian ...	161	6,413	16	5,985	177	12,398
German ...	1	561	3	910	4	1,471
Danish ...	1	180	...	...	1	180
Swedish ...	1	282	...	...	1	282
Total ...	179	11,127	39	14,144	218	25,271

NOTE.—All the entered vessels also cleared.

TABLE showing the Total Value of the Principal Articles
Exported from and Imported to Vardö from and to Foreign
Countries during the Years 1891-90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	20,556	24,320	9,376	9,145
Italy	9,000	22,170	..	..
Russia	24,690	24,990	31,835	24,780
Germany	9,988	18,690	1,641	2,840
Total	64,234	90,170	42,852	36,765

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AND FINANCE.

NORWAY.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE DISTRICT OF HER MAJESTY'S
CONSULATE-GENERAL AT CHRISTIANIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1143.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.*

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1211. Ichang ..	3½d.	1269. Cadiz ..	2d.
1212. Wenchow ..	1d.	1270. Cherbourg ..	1d.
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Reference to previous Report, Annual Series No. 1143.

NORWAY.

CHRISTIANIA.

Consul-General Michell to the Earl of Rosebery.

My Lord,

Christiania, June 28, 1893.

I HAVE the honour to transmit to your Lordship my Report on Trade and Navigation in this country during the year 1892.

The annual Report of the Statistical Bureau has not yet been published, but meanwhile some Tables of Trade and Shipping for 1892 have been obligingly communicated to me.

The Notes on Trade and Shipping I have condensed and translated from local journals, principally the "Aftenposten."

The Reports of the British Vice-Consuls in my District, which I have edited and attached to my own Report, draw, on the whole, a dark picture of the state of Trade in 1892.

I have, &c.

(Signed) T. MICHELL.

Report on the Trade of Norway for the Year 1892.

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NOTE.—The following are the rates of conversion used in this report:—

18 kroner	= 1 <i>l</i> .
1,000 kilogrammes	} = 1 ton.
10 hectolitres	
100 litres	= 22 imperial gallons.

Notes on the General Trade of Norway.

Compared with the two preceding years, the estimated Imports and official weight and value of the goods exchanged between exports. Norway and foreign countries in 1892 were as follows:—

Year.	Weight.			Value.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
	Tons.	Tons.	Tons.	£	£	£
1890	1,781,000	2,167,000	3,898,000	11,395,000	7,283,000	18,878,000
1891	1,910,000	2,115,000	4,025,000	12,389,000	7,244,000	19,633,000
1892	1,920,000	1,487,000	3,907,000	11,110,000	7,024,000	18,134,000

The aggregate value of the exports in 1892 was, therefore, somewhat less than that of each of the relatively good years 1889-91. At the same time, it exceeded in 1892 both the average for the years between 1882 and 1888, and the value of the exports in each single year of that decennial period.

Taken on the whole, the depression in trade, reported from all parts of the country, does not seem to have affected, in the degree assumed, the export trade of Norway.

On the other hand, the figures above given refer only to gross value, and give no indication of the amount of profit realised.

Shipping, &c.

As in 1891, a slight progress was made during the past year Mercantile in the building and purchasing of ships. The total tonnage, how- navy.
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ever, of the sailing ships remained about the same at the end of 1892, owing to a considerable number of losses.

During the three last years the strength of the Norwegian mercantile marine has been as follows :—

Year.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
January 1—				
1890	592	168,100	6,693	1,443,300
1891	672	203,100	6,760	1,502,600
1892	735	238,500	6,798	1,500,100

On January 1, 1892, the aggregate tonnage of Norwegian vessels of more than 50 tons each was as follows :—

						Tons.
Steamers	..	..	..	..	..	233,200
Sailing vessels	..	..	..	..	..	1,427,600
Total	..	..	..	..	..	1,660,800

Tonnage.

Taking three computed tons for each steamship ton, the above figures represent a total computed tonnage of 2,127,200 tons, or more than 5·1 per cent. of the tonnage of the world. Although the percentage is higher than it was a few years ago, yet it is lower than the percentage of vessels under the Norwegian flag in 1879, when the proportion was 5·8 per cent. The great development of steamship building, especially in Great Britain and Germany, has been the cause of this relative decline.

For a long time past the Norwegian sailing tonnage has occupied the third place amongst maritime nations. As regards steam tonnage, the relative position of Norway has been—

Year.						Number.
In 1879	..	..	..	..	..	14
1886	..	..	..	..	..	9
1892	..	..	..	..	..	6

In the latter year the countries in advance of Norway as regards steam tonnage were Great Britain, the United States, Germany, France, and Spain.

During the course of 1891 the Norwegian steam tonnage overtook the subsidised tonnage of Italy, which rose in that year from 209,000 tons to 224,000 tons, whilst the progress in Norway was from 203,000 tons to 238,500 tons.

The following table exhibits the number of vessels built or under construction in Norway during the past year :—

SHIPBUILDING in Norway between the Years 1890-92.

CHRISTIANIA.

7

Year.	In Construction at beginning of Year.			Constructed, Fitted, and in Use.				Keels Laid Down during the Year.			
	Sailing Vessels.			Steamers.		Sailing Vessels.		Sailing Vessels.		Steamers.	
	Number of Vessels.	Tons Net.*		Number of Vessels.	Tons Net.	Number of Vessels.	Tons Net.	Number of Vessels.	Tons Net.*	Number of Vessels.	Tons Net.*
		Number of Vessels.	Tons Net.*								
1890 ..	33	15,010	15,470	36	15,470	27	10,834	36	16,280	48	12,610
1891 ..	42	20,456	15,980	41	15,980	37	16,866	35	14,880	37	7,120
1892 ..	40	18,460	8,830	27	8,830	34	16,161	34	16,360	29	3,620

* Approximate burthen in tons net.

Shipping.

There was no improvement over 1891 under this head. On the contrary, 1892 may be considered to have been a very bad year for Norwegian shipping. There are few now who would invest money in wooden sailing vessels, for there are not many places in the world where they can be profitably employed. The export freights for timber and ice were unusually low. The latter have been quoted under "Ice."

CHRISTIANIA.

RETURN of Clearances Inwards and Outwards at Norwegian Ports during the Year 1892.*

Description.	Inwards.			Outwards.		
	With Cargo.		In Ballast.	With Cargo.		In Ballast.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steamers	3,082	1,359,418	675	310,102	3,857	1,877,272
Sailing vessels	2,988	415,508	4,007	817,808	7,415	1,017,385
Total	6,070	1,774,926	4,682	1,127,910	10,772	2,894,657
					1,182	489,094

PROPORTION OF NORWEGIAN VESSELS.

Description.	Inwards.			Outwards.		
	With Cargo.		In Ballast.	With Cargo.		In Ballast.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steamers	2,026	743,279	368	118,595	2,227	769,961
Sailing vessels	1,792	348,821	2,513	718,353	8,718	853,715
Total	3,818	1,092,100	2,881	836,948	5,945	1,623,676
					598	271,905

* The figures have been published by the Central Statistical Bureau as only preliminary, subject to the addition, later, of Swedish vessels in ballast at certain ports.

Timber freights.	Timber freights for spring shipment remained at the same low level as in 1891, and were perhaps even lower. They rose somewhat in the course of the summer, after the greater part of the ships had sailed.
Baltic.	As regards shipments from the Baltic, it may be said that there is scarcely anything for Norwegian sailing vessels to do in that trade, which has passed over to steamers. At the same time these cannot make much profit out of it.
Lathwood	Even in the lathwood branch, in which formerly the larger Norwegian sailing vessels were employed, principally steamships have gradually entered into competition, with the result that freights have fallen to a minimum that cannot leave any profit either to steamers or sailing vessels.
Canada.	The freights from Canada were not encouraging in 1892, the rates having been lower than even in 1891. The market opened with 2 <i>l.</i> 10 <i>s.</i> from Quebec to London or the west coast, but the rates fell rapidly, until 2 <i>l.</i> 5 <i>s.</i> , and even 4 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> had to be accepted from Quebec to London, and it was impossible to get more than 2 <i>l.</i> for a second voyage from the lower ports in the St. Lawrence. Some ships which made a second voyage to Quebec in search of freight had, it is reported, to accept even 1 <i>l.</i> 15 <i>s.</i> to London.
Pitch-pine.	There was no improvement in the freights for pitch-pine from the Southern States of North America. They were, indeed, so low that no vessel could possibly accept them with the chance of any profit.
Coal.	The coal freights from Wales, the Tyne, Clyde, &c., to Brazil, the Argentine Republic, &c., were extremely low. Moreover, the financial condition of those countries also gave but little desire to owners to send their ships in that direction, it being in any case necessary, in order to avoid the risk of too great loss, to have very clear stipulations in charter parties as to the payment of freight.
Cape.	Iron and steel steamships now find more easily and advantageously employment in voyages round the Cape; but the freights were low, while the expenses are enormous.
East India.	A few Norwegian vessels made voyages in 1892 from Java and the other East Indian Islands, as well as the rice ports, and from Moulmein and Bangkok with teak, but all at low freights.
Australia.	The quotations for dressed deals and boards from Norway and Sweden to Australia have scarcely ever been so low. Thus, from the eastern ports of Norway the freights offered to large vessels for Melbourne Wharf were only 2 <i>l.</i> to 2 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> These and the rates from Sweden were not higher than the general Canada freights a few years ago. In fact, as regards Norwegian sailing vessels, the results of their voyages in 1892 may be called very wretched, and worse than those of any recent years. Nor did the steamers earn any interest worth mentioning on the capital invested in them.

Fisheries.

On the whole these were very successful in 1892, a larger quantity of cod and herring having been taken than in 1891.

Details will be found in the attached reports from the Vice-Consuls stationed in the several fishing districts.

The export of fresh fish is not much on the increase in Norway. Sweden now supplies very large quantities of winter and spring herrings, the business being five to seven times larger than in Norway. Loss has in many cases been incurred by the exportation to Great Britain of fresh salmon, live lobsters, turbot and herrings, the English market being well supplied from other sources. Attention is therefore being directed towards the export of fresh fish to Germany, and the result has been successful, especially in regard to the more common description of fish, which are not so highly prized in England. Encouraging results have been obtained from the exportation of frozen haddock and cod to Germany (see "Board of Trade Journal," May, 1893, No. 82).

Progress is being made in the direction of constructing fishing smacks and boats on a better principle than that which has hitherto prevailed on the west coast, especially in Nordmøre. Loans are made for that purpose.

The hatching of the fry of salmon, cod, and flounders has been continued successfully, but the question as to the degree in which the supply of fish can by such means be increased, has not yet been solved.

Sealing and Whaling.

In 1892, 23 Norwegian steamers were employed in this industry, of which the results, since 1890, have been as follows :—

Year.	Vessels.		Results.		
	Number.	Tons.	Number of Sealskins.	Seal-Blubber.	Whale-Blubber.
1890	25	6,343	49,700	10,705	9,335
1891	26	6,443	66,700	11,093	8,190
1892	23	5,825	98,786	18,985	5,990

Of the number of seals taken in 1892, 49,873 were young seals, 15,412 old seals, and 33,501 crested seals. The seal blubber is estimated to have yielded 17,100 casks, and the whale blubber 5,300 casks of oil.

For the last 20 years prices have not been so low as in 1892, especially for the skins of old seals, which, like those of the crested seal, fetched only about 5s. 7d., while the price of skins of young seals was only about 4s. each. Seal oil realised only the low price of 18l. per ton. Although the catch was considerably greater than in 1892, yet the profits were relatively low. Its

value cannot be estimated at more than 55,500*l.*, and the net profit at about 5,500*l.*

Whaling :
Bottle nose
whales.

This was pursued by 61 vessels, of which 5 were steamers, the aggregate burthen being 5,694 tons. The total catch amounted to 2,367 whales, which yielded about 21,300 casks of oil. While the catch was smaller, the price of oil was also low, so that the gross value of the industry cannot be taken at more than about 31,000*l.* against 40,000*l.* in 1891. It is therefore probable that only a few vessels made a profit. A Tönsberg ship returned almost empty, for the first whale that had been shot dragged the boat under and parted from it. The master and one of the crew having lost their lives, the voyage was abandoned.

Whaling in
Finmarken.

Last year 26 steamers (793 tons and 440 men) took, off the coast of Finmarken, 1,014 whales, which yielded 30,300 casks of oil. In 1891, the catch was only 704 whales (about 22,700 casks of oil). But prices were lower, namely, 17*l.* (against 19*l.*) per ton.

Whalebone, however, fetched about 180*l.* per ton against 150*l.* in 1891. The shipowners are therefore supposed to have made a little money.

Whaling off
Iceland.

Two Norwegian steamers (of 292 tons and 34 tons) took 14 whales, yielding 700 casks of oil.

Whaling
in the
Christiania
Fjord.

In the latter part of the year, 10 steamers were engaged in taking whales in the outer part of the Christiania Fjord (in the vicinity of Færder Lighthouse). Owing to the unfavourable stormy weather, the result was only 14 whales and about 400 casks of blubber.

Timber Trade.

Timber trade.

Great fluctuations were experienced in this important branch of Norwegian trade during the past year.

Sawn timber from the Baltic maintained its price, and rose a little as regards some of the smaller dimensions, such as 3 by 9 4a and 5a pine (the English Black Ring), 3 by 9 unsorted fir, fir battens, and 6 inch to 7 inch deals ; but planed timber fell.

The reason was that, during the past two winters, production was limited in Sweden and Finland, whence sawn timber is chiefly shipped, whereas there is an over-production of that article in Norway.

Between January 1 and October 31, 1892, the total export of timber of every kind from Norway amounted to 1,716,788 cubic metres against 1,712,297 cubic metres in 1891, when the export for the whole year was 1,931,561 cubic metres.

As the export in November, 1892, was only 97,287 cubic metres against 113,152 cubic metres in 1891, it may be assumed that the total exportation of timber from Norway was somewhat smaller than in the year preceding. About 35 per cent. of the shipments were to Great Britain and Ireland, the next largest purchasers being France, Belgium, and Holland. To Australia, 19,406 cubic metres were shipped up to October 31, 1892, against

88,107 cubic metres in 1891 (during the first 10 months of each year).

Next to England, this is the most important market for Norwegian planed timber; but the trade was very bad in 1892. Very few f.o.b. sales were made, and the total export of planed timber could not have been more than about 5,500 standard, against 21,726 standard in 1891. The falling off in the prosperity and population of Melbourne has been the cause of this.

On December 10, 1892, was formed an association of planed-timber exporters, to which probably all owners of Norwegian planing mills now belong.

As regards staves (for cases), about the same quantity was shipped as in 1891, but at a somewhat low price. The exportation of staves was about 4,000 standard less, at low prices, viz., 3*l.*, and even 2*l.* 15*s.* per standard f.o.b. The forced production in Sweden, and especially in Finland, is destroying the trade.

Mining timber had a declining tendency, as compared with Mining 1891. The prices c.i.f. to Hull were 1*l.* 4*s.* 6*d.* per load in timber. January, 1*l.* 4*s.* in March, and 1*l.* 3*s.* 6*d.* later. The freight was about 8*s.*

Pit-props fell to prices below the bad prices in 1891. In Pit-props. December, 1892, the quotation was 2*s.* 10*d.* per 72 standard to Sunderland with 15*s.* freight per standard. The purchase price was 3*s.* 11*d.* to 4*s.* 2*d.* per 216 running feet, 3 inches, free on the wharf at Christiania.

Wood-pulp Industry.

There was a rise in 1892 on the average prices of 1891, to the extent of about 4*s.* 5*d.* to 8*s.* 11*d.* per ton dry pulp; the average prices for wet fir-pulp having been quite 1*l.* 17*s.* 9*d.*, and for dry 3*l.* 18*s.* 11*d.* per ton f.o.b. Wood-pulp
industry.
Mechanical
wood-pulp.

This rise can be considered as very satisfactory, since it represents a gain of 39,000*l.* to 44,500*l.* to the country. Although few of the mills made any very large profits, yet the greater part of them obtained a reasonable return on their capital, considering the depressed condition of the paper trade. The mill owners have all the more reason to be satisfied, for only a short while ago the business was on the verge of ruin.

Although at the beginning of the year the French market, in view of an increased customs rate, had stored a considerable quantity of wood-pulp (the yearly demand having thus, to a great extent, been secured), the sales from Norway remained in keeping with the rate of production. Stocks were evenly low.

The quotations of the wood-pulp association are not binding on its members, who can sell at any price they like. They are destined to indicate only the state of the market, in order to render it less unstable.

In the autumn of 1891 sales for 1892 opened with prices almost corresponding with the association quotations. In the

early part of last year buyers held back very obstinately, and under this pressure some of the wood-pulp manufacturers accepted so low a price as 33s. 4d. per ton, f.o.b. Thereupon, at a meeting of the association, on February 27, 1892, a large majority of the millowners resolved to stop working, a resolution which, before having been carried out, resulted in several thousand tons being sold at the association quotations. There were, however, vacillations in the market during the summer, and it was only in the autumn that it became quite firm, 2*l.* 2s. 3d., f.o.b., having been obtained for small shipments of wet pulp. Owing to a scarcity of water in Germany, dry pulp came into strong demand, and the prices realised in Germany exceeded 4*l.* 8s. 11d., f.o.b.

The association has given the same quotations for deliveries in 1893 as in 1892, and adopted the same limitations. Many large contracts were already made in the early part of 1893.

There was increased exportation to Great Britain, and also, but in a smaller degree, to Germany, while the export to France fell off. During the first 11 months of 1892 England imported about 28,000 tons of chemical and mechanical pulp more than during the same period in 1891, a considerable portion of the excess being under the head of mechanical pulp. Germany purchases almost exclusively dry pulp.

No new mills were established in 1892, their number remaining at 53. Of these one is connected with the production of wood-pulp (competing for a few years past with iron pails from Great Britain), 3 with pasteboard manufactories, and 10 with paper mills.

Mechanical
pulp
(cellulose).

There was an improvement in this industry also last year. Prices, which threatened to fall when the year opened, rose not inconsiderably. This is attributable to a factor which generally is not a fortunate one, but which, as regards the prices for cellulose pulp, is of great importance, namely, the visitation of cholera.

The importation of rags from many quarters having been prohibited in paper-producing countries, the paper mills were compelled to use cellulose instead. This increased the consumption and steadied the market. It is not improbable that previous opponents of cellulose pulp will, after the trials made in 1892, continue to use it in the manufacture of paper.

In November, 1891, the Cellulose Association quoted the following prices for delivery in 1892 :—

					Price per Ton, f.o.b.		
					£	s.	d.
1st class dry sulphite.	..	..	..	..	10	11	1
2nd " "	..	..	..	..	9	14	5

and somewhat lower for wet pulp.

On September 26, 1892, the quotations of the Norwegian manufacturers were:—

	Price per Ton, f.o.b.					
	From—			To—		
	£	s.	d.	£	s.	d.
1st class dry sulphite	10	6	8	11	2	3
2nd „ „	10	0	0	10	5	7

These quotations were maintained at a meeting of Swedish and Norwegian manufacturers held at Gothenburg in November, 1892. Those for dry unmixed sulphate-pulp were:—

	Price per Ton, f.o.b.					
	From—			To—		
	£	s.	d.	£	s.	d.
1st class	9	14	5	10	0	0
2nd „	9	3	4	9	3	11

The greater part of the production in 1893 is stated to be already sold.

There are at present 11 mills that produce sulphite and 4 sulphate cellulose; 3 of the sulphite and 2 of the sulphate cellulose mills are connected with paper mills.

Including Swedish goods, the quantity of cellulose exported from Norway in 1892 (up to December 1) was:—

	Tons.
Dry (about)	20,000
Wet „	8,500

Against, respectively, about 17,500 tons and 9,500 tons in 1891.

Paper Industry.

This made great progress in Norway during the past year. Paper Six new machines have been set going, one of them, however, industry. replacing old machinery.

There appears to be a tendency towards a further extension and establishment of paper mills, notwithstanding the present low prices for paper. No new mill is, however, being built, if a small one for the production of pasteboard be excluded.

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The value of the aggregate production in 1892 is estimated at 25,000 tons. Some of the mills are reported to have already sold all they can produce in 1893.

An association of paper manufacturers is being formed in connection with the one lately established in Sweden.

It appears that Finland is willing to join the combination.

Ice Trade.

Ice.

Severe cold set in early, and ice soon attained a thickness in which it could be shipped. The winter in Central Europe having likewise been severe, all chances of shipment to Denmark and Germany disappeared. As might have been expected, the prices obtained for ice in 1892 were very low, and as the cost of production (sweeping the snow, &c.) during the winter was great, the past year must be classed as a bad one for the ice trade, notwithstanding the low freights that prevailed.

Owing to the heavy falls of snow, the ice in most places sank, to the detriment of its quality; the ice being, on the average, loosely bound (soft) and less durable than it should be.

Many exporters, therefore, incurred losses as a result of disputes and complaints at the places of destination.

Nevertheless, statistics show that the increase in the exportation of ice from Norway has remained continuous. The total export was 295,000 reg. tons to 300,000 reg. tons, against 280,000 reg. tons in 1891, and against an average of about 275,000 reg. tons during the 5 years between 1886 and 1890.

The prices accepted on the basis of low freights were even under 7s. 6d. for spring shipments, and about 10s. for summer shipments, c.i.f., for London, and 8s. 6d. to 9s. for spring shipments, and 11s. 6d. to 12s. 6d., c.i.f., for the west coast.

In the unfavourable condition of shipping interests, ship-owners were forced to employ their vessels in the ice trade from the Christiania fjord on the following terms, approximately stated:—

To—	Amount—		Remarks.
	From—	To—	
	<i>s. d.</i>	<i>s. d.</i>	
London	6 3	.. ..	
Liverpool	7 0	7 3	
Glasgow	7 0	7 6	
Waterford, Kinsale	7 3	7 6	
„	6 9	7 0	For smaller ships
Baltimore or Berehaven,			„ larger „
Ireland	7 0	7 3	And later 7s. 6d. per ton
Shoreham	7 0	7 6	
Rouen	10 fr.	10½ fr.	

The freights rose a little later in the summer, but they were, nevertheless, such as could not possibly yield any profit to the shipowners. They reached about 8s. to London, 10s. to Fleetwood, 9s. to 9s. 6d. to Glasgow, and 9s. to Liverpool.

Mining Industry.

During the financial year 1891-92 the production of silver at the Government Silver Mines (Kongsberg) amounted to 4·8 tons, against 4·7 tons in 1891-92, but as the average price realised last year was only about 6l. 4s. 6d. per kilo., the gross estimated receipts were exceeded by only about 100l. The net profit on these silver mines was about 6,300l. Mining: Silver.

The mines of the Kongsberg group ceded to English concessionaires, and on which about 12 men were employed in experimental operations, did not yield any remarkable result. The works were stopped for the present in November, 1892.

A smaller production was reported from the silver mine (Svenningaasen) about 45 kiloms. south of Mosjøen, in Nordland. It has been worked since 1876 by two small Norwegian companies. Only 50 men are now employed in it. The difficulties encountered last year were a relative falling-off in the quantity of ore found, low prices for silver, and an almost entire want of capital.

The gold mining on Bömmelöen, which gave rise to such great hopes 10 years ago, continued to be pursued by the English Oscar Gold Mining Company, Limited, while the Norwegian enterprise (the United Bömmelöen Mining Company) was abandoned several years ago. In 1892 the Oscar Company crushed 2,500 tons of quartz, which yielded 16 kilos. of gold, or 6·4 grains of gold per ton. Gold.

The Røros Copper Works, which have now been worked for 249 years, were carried on, in 1892, with much vigour under improved machinery and arrangements, and their condition was very encouraging at the end of the year. The number of men employed was 600 to 750 (against 300 to 350 in preceding years), and the production amounted in 1892 to about 600 tons refined copper (against a yield frequently of only 300 tons, and of 525 tons in 1891), in addition to 18,500 tons of ore for export. Copper.

The Meraker Copper Works were worked on a limited scale, with only about 50 men. The production in 1892 was about 1,000 tons of copper ore and 400 tons of pyrites for exportation. The works are for the present closed. On Ytteröen experimental works in the pyrites mines, abandoned by an English owner, showed the presence of lodes worth working. The production was 2,000 to 3,000 tons of pyrites.

During the last two years the experimental working of the Killingdal Mine, about 5 kiloms. south-east of Reitan Railway Station, on the Trondhjem Line, have proved the possibility of raising 8,000 tons to 10,000 tons of pyrites annually. Copper
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lodes have also been worked on a small scale near Lillelvedal Station, on the same line, as well as at Dragset, in Örkedalen, and at the Oscar Mine at Os. The large extraction works of Hommelvik, owned by a Swedish company, were closed in 1892.

The Sulitelma Copper Works (east of Bodö, in latitude $67\frac{1}{4}$ N.) have been developed in a very satisfactory manner, and are now ready to deal with a large production of the mineral in a modern, European style. The mining rights were purchased in 1887 by a Swedo-German company. The difficulties of communication and transport have to a considerable extent been surmounted by the construction of a private railway 10 kiloms. in length from Langevand (125 metres above the sea) to Nedrevand Lake, which is in almost direct communication with the Saltenfjord. A steamer has been placed on the Övrevand and Nedrevand Lakes. Smelting houses and other works are in progress. The lodes at Ny-Sulitelma are described as highly rich in copper. It is estimated that within the next few years 30,000 tons to 35,000 tons of ore will be got out of these mines. The copper ore will be smelted on the spot, while the pyrites will be exported. In 1892 the mines gave employment to 300 men.

Mining operations are being extended to other parts of Northern Norway. It is proposed to open the long disused mines of Alten. The Bosmo Pyrite Mines at Mo, near the end of the Ranenfjord, and only 1 kilom. from the sea, have been sold by the original Norwegian Company to some large shareholders in the Sulitelma Mines.

It was resolved in 1891 to close the Vigsnæs Copper Works, the copper lodes having become poor, while the great depth (732 metres) rendered their working unprofitable. The owners are compelled by law to support the poor five years after the closing of the works, the sum now payable annually to the Poors Fund being nearly 1,700*l*.

The Aamdal Copper Works in Telemarken, owned by an English company, are, according to report, to be closed or to be continued with a small number of men. Much capital was spent between 1888 and 1891 in new machinery, &c. It was expected that the opening of the Ulefos-Strengen Canal, connecting the great Bandak Lake (near which the works are situated) with the fjord at Skien, would, by cheapening transport, render the enterprise profitable.

Cotton Industry.

Cotton
industry.

The cotton industry was affected by unfavourable circumstances, and the profits can scarcely have been satisfactory.

The price of raw cotton during the first half of 1892 was unusually low; in fact, such low quotations existed only in the year 1848.

Although most of the spinning mills had probably bought their cotton before prices had fallen so low, it became necessary in February to reduce the prices of yarn to a point lower than has ever been known. The greater part of the mills were fully occupied, but their stocks of yarn increased during the course of the year. The subsequent steady rise in the price of cotton somewhat improved matters.

Owing to the low prices of yarn, a larger trade than in late years was done in that article with Denmark. On the other hand, there is a considerable importation of yarn from Sweden, while several of the Norwegian weaving mills purchase their yarn in England.

The weaving mills were not so well occupied as the spinneries, and some of them worked short time or temporarily stopped working.

The prices of woven goods were also unusually low, but, together with those of yarns, they rose from the end of November.

Woollen Industry.

The past year gave but little encouragement to the manufacture of clothing materials. Depression ensued, caused by an excessive construction and development of mills, resulting in a great increase of stock, notwithstanding that many of the mills worked short time, and had partly to warehouse their goods. There were more sellers than buyers, and in order to give employment to their hands the mills were in many cases compelled to accept prices at a minimum over the cost of production.

The Cheviot Mills on the west coast were the best employed, and those goods are increasing steadily in demand. Prices were, however, exceedingly low. No new mills for the production of cheviots were built, nor were any of them extended.

Over-production in other countries, especially in Germany, was partly thrown into the Scandinavian market, to its disadvantage. Notwithstanding increased production in Norway and in Sweden, the importation of woollen goods from abroad remained almost the same in quantity as in 1891.

January, 1892, opened with a fall in the price of the raw material, and the quotations remained low throughout the year without any important fluctuations. The woollen industry has suffered as in other countries.

The small mills which, throughout the country, work up wool and shoddy and spin woollen yarn for the rural population (both for weaving and knitting) have been pretty evenly occupied. This is an industry which is being developed in a sound and good direction.

The Norwegian stockinet manufactories had but little work in 1892. The large mill in this line at Bergen has been rebuilt after a fire.

(1605)

On the whole, development has taken place in the direction of domestic industry, for the larger wholesale houses supply yarn for knitting to houses round about, to the considerable aid of families and spinsters in poor circumstances.

Jute and Hemp Industry.

Jute industry. Most of the manufacturers in this branch suffered great loss in 1892. The price of the raw material rose about 100 per cent. over that which had ruled in the years immediately preceding. German jute manufacturers have been affected by a similar cause.

Hemp industry. Notwithstanding some small rises, the prices of Russian hemp remained steady throughout the year, while French hemp rose 5 per cent. to 15 per cent.

The depressed condition of the provinces of Norland and Finmarken (the largest markets for hempen goods), and the unfavourable state of the shipping interests, have been of prejudice to the industry, the long credits demanded involving much risk.

Matches.

Matches. With one exception (that of Rødfos, destroyed by fire in the spring of 1892) the match factories were fully occupied throughout the year. Their production was about the same as in 1891, but the prices of phosphorus matches for export, which had risen somewhat in 1891, fell again not inconsiderably, owing to the competition of Swedish manufacturers; but this competition is not so formidable since the introduction of the Swedish protectionist tariff, under which the manufacturers of matches have to pay higher rates of duty on some of the raw materials which they use.

Agriculture.

Agriculture. The spring was late all over the country, the summer was cold, and the autumn wet. The result of the harvest was consequently not satisfactory. In the Söndenfjeldske and Stavanger districts, the dry and cold weather was succeeded by rain and some amount of warmth, which improved somewhat the prospects of the landowners.

Sheep. The western districts suffered also from the prohibition to import sheep into Great Britain. Prices were to some extent prevented from falling by experimental shipments to France. These did not, however, give rise to any good prospects.

Hay. The hay crops in some of the western districts were good in quantity and quality. Very little hay was harvested in the province of Trondhjem, and the corn crops were poor.

The spring corn crops varied greatly. In some of the southern prefectures they were partly those of an average year. They were very poor in the prefecture of Bergen and in the northernmost parts of Norway. In the prefecture of Tromsø the corn had to be cut down in a green state. In Alten, where a little rye, &c., is cultivated, the crop failed entirely. Spring corn.

This is sown chiefly in the Söndenfjeldske districts. The crops were quite equal to those of an average year. Winter corn.

The potato crops were equally various, and, on the whole worse than even the corn and hay crops. Potatoes.

In the two Bergen prefectures, the fruit failed entirely, but it was plentiful in Nedenæs prefecture, and in Søtersdalen. Fruit.

These continue to be relatively high in Norway.

Agricultural
wages.

TRADE OF CHRISTIANIA.

The annexed tables of imports and exports and of general shipping, compiled, as regards 1892, from figures obligingly supplied by the Central Statistical Bureau, in anticipation of its annual report, show that both commerce and navigation suffered last year at Christiania from the depression that prevailed throughout Norway. Local trade.

The value of the imports in 1892 at Christiania of the articles specified in the next table is estimated at about 51½ per cent. less than that of the corresponding imports in 1891. Imports.

On the other hand, the value of the principal articles of export from Christiania is returned at about 43 per cent. less than in 1891. Exports.

RETURN of Principal Articles of Import to Christiania during
the Years 1891-92.

Number.	Articles.	1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
		Tons.	£	Tons.	£
1	Cereals and meal ...	93,866	812,430	95,775	796,005
2	Meat, salted ...	4,033	82,920	3,682	73,833
3	Bacon ...	5,487	177,100	4,791	175,850
4	Sugar ...	10,562	183,230	11,110	203,200
5	Syrup and molasses ...	3,442	30,600	3,260	27,172
6	Coffee ...	4,379	406,580	4,923	410,239
7	Tea ...	84	4,020	40	4,645
8	Salt ...	10,257	8,580	...	...
9	Tobacco, in leaf ...	1,179	90,370	1,224	68,028
10	Wine, in cask ...	1,392*	101,070	732†	40,661
11	Alcohol, brandy, &c. ...	346†	38,480	426§	40,533
12	Cotton—				
	Raw ...	1,953	94,389	2,240	93,355
13	Yarn ...	816	...	803	...
14	Goods ...	1,179	...	1,310	...
	Wool—				
15	Raw ...	327	41,840	319	40,722
16	Yarn ...	339	...	326	...
17	Goods ...	925	...	955	...
	Jute, flax, hemp, &c.—				
18	Raw ...	2,974	62,830	1,733	39,217
19	Yarn ...	277	...	193	...
20	Cordage ...	410	15,690	323	11,955
21	Other goods ...	697	...	552	...
22	Silk goods ...	30	...	30	...
23	Colours and paints ...	3,084	40,630	3,017	32,139
24	Paper hangings, &c. ...	3,682	84,440	3,782	76,433
25	Petroleum, paraffin, &c. ...	6,874	45,830	12,967	79,244
26	Oils, other, varnishes, &c. ...	4,594	...	4,569	...
27	Machinery and locomotives ...	...	141,710	...	2,922
28	“ agricultural ...	...	14,830	...	9,866
29	“ other, and parts of ...	...	126,880	...	112,594
	Metals, raw, and half manu- factured—				
30	Pig iron ...	11,492	84,480	7,968	21,639
31	Steel ...	1,607	23,200	1,249	15,287
32	Rod and hoop iron, &c....	22,079	169,460	18,815	135,550
33	Iron plates ...	7,224	70,220	5,374	39,733
34	Copper, zinc, lead, and tin, raw and worked ...	2,115	...	2,023	...
	Iron, manufactured—				
35	Rails ...	2,812	17,180	6,913	42,277
36	Wire, steel, and iron ...	1,504	16,700	1,524	15,239
37	Nails, bolts, &c. ...	601	8,350	697	9,300
38	Tools and instruments ...	592	42,750	950	68,617
39	Pipes, &c., forged ...	2,025	...	4,019	33,489
40	“ cast ...	377	5,650	369	4,911
41	Anchors and chains ...	...	...	...	...
42	Coals cinders, and coke ...	339,642	248,940	396,324	242,200
	Total ...	...	6,162,100	...	2,966,835

* Plus 39,160 imperial gallons in bottles.

† “ 4,640

‡ “ 22,132

§ “ 5,148

RETURN of Principal Articles of Export from Christiania
during the Years 1891-92.

Number.	Articles.	1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
		Tons.	£	Tons.	£
1	Fresh fish (salmon)...	161	12,070	146	11,389
	Herrings--				
2	Fresh ...	5,975	24,900	4,835	14,772
3	Smoked ...	880	9,780	567	3,777
4	Salted ...	2,873	17,800	4,300	20,517
5	Cod and other fish, salted and dried ...	481	5,840	474	6,528
6	Butter, Norwegian...	149	15,730	158	17,122
7	" margarine ...	1,916	117,090	2,012	122,961
8	Milk, condensed ...	2,781	118,960	1,701	72,783
9	Oats ...	4,602	28,100	45	289
10	Skins, seals ...	290	19,330	153	7,638
11	" and hides, other ...	436	45,850	585	47,089
12	Timber ...	95,130	177,940	197,201	173,433
13	Wood-pulp, dry ...	9,274*		8,512†	
14	" wet ...	27,757†		24,655‡	
15	" cellulose, dry ...	9,618‡		12,667**	
16	" wet ...	5,608§		3,822††	
17	Matches ...	4,650	108,500	4,231	89,322
18	Paper, packing ...	6,944	81,010	9,035	90,350
19	" boards of wood-pulp ...	832	6,910	1,048	8,150
20	Ice ...	63,000	9,100	61,840	6,872
21	Stone, hewn ...	2,538	2,538	1,467	1,467
22	Nails, horse-shoe ...	6,108	152,650	4,710	112,505
23	" other ...	3,523	35,250	3,796	35,856
	Total ...	...	1,890,130	...	1,077,782

* Of which 5,895 tons, Swedish.

†	5,307	...
††	817	...
§	74	...
§§	5,057	...
||	5,371	...
**	558	...
††	10	...

RETURN of all Shipping at the Port of Christiania during the Year 1892.

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	129	131,933	11	4,413	140	136,346
Norwegian ...	696	331,613	470	138,467	1,166	470,080
Swedish ...	320	90,799	127	5,542	447	96,341
Danish ...	181	179,374	217	13,546	398	192,920
German ...	35	13,631	45	4,454	80	18,085
Dutch ...	...	...	14	1,950	14	1,950
French ...	...	...	5	597	5	597
Russian ...	4	2,912	15	4,438	19	7,350
Belgian ...	1	527	...	...	1	527
Total ...	1,366	750,789	904	173,207	2,270	923,996
„ for the year preceding ...	1,303	742,783	997	194,046	2,300	936,829

CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	127	130,857	7	3,601	134	134,458
Norwegian ...	189	95,211	345	98,571	534	193,782
Swedish ...	296	82,029	89	3,454	385	85,483
Danish ...	179	178,990	165	9,812	344	188,802
German ...	26	9,655	23	2,898	49	12,553
Dutch ...	...	...	5	686	5	686
French ...	...	...	3	417	3	417
Russian ...	4	2,912	9	2,569	13	5,481
Belgian ...	...	...	...	...	...	...
Total ...	821	499,654	646	122,038	1,467	621,692
„ for the year preceding ...	757	496,335	695	132,077	1,452	628,412

RETURN of British Shipping at the Port of Christiania in the Year 1892.

Direct Trade in British Vessels from and to Great Britain.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
110	9	119	92,239	5,308	97,547	119	9	128	94,919	8,861	103,680
			Total Number of Crews.						Total Value of Cargoes.		
			2,768						£ ...		
									2,934		
									£ ...		

NOTE.—These figures are not absolutely correct, because they have been taken from the register of British vessels that have deposited their articles at the Consulate-General. Consequently the above table does not show accurately the movements of British shipping at Christiania.

VICE-CONSULAR REPORTS.

Arendal (Vice-Consul Kallevig).

Trade.

Shipping and timber.

Coal.

Steam routes.

Tourists.

Last year has been very unfavourable for this place where the shipping trade is the chief branch of business, and as the timber prices besides have been uncommonly low, all trade was very depressed.

The consumption of coal is yearly increasing on account of the larger number of steamers calling here. The harbour is one of the most splendid in the country, and as the coal is delivered here at a low price, more and more steamers will undoubtedly find their way to this port.

The steamers "Sterling" and "Odin" run weekly between Newcastle and Christiania, calling here; likewise the steamers "Norway" and "Scotland" from Grangemouth; and this place is thereby constantly visited by the many foreigners, especially British subjects, who make excursions to Norway.

A tourist society exists here, and as the environs offer splendid views many travellers have been very satisfied when calling here on their way eastwards or to Bergen.

The Newcastle steamers generally lie here several hours, and the passengers have sufficient time to take a drive or make a trip up the fine river to the waterfall, passing charming scenery. Small steamers constantly run up and down the river.

RETURN of all Shipping with Great Britain at the Port of Arendal during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	134	49,973	105	62,522	239	112,495
Total ...	134	49,973	105	62,522	239	112,495

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	148	52,125	70	45,194	218	97,319
German ...	...	...	1	1,023	1	1,023
Total ...	148	52,125	71	46,217	219	98,342

RETURN of Principal Articles of Import from Great Britain to
Arendal during the Year 1892.

Articles.					Quantity.
Iron, bar	..	..	..	Kilos...	484,190
" plates	..	..	..	" ..	450,716
Steel	..	..	..	" ..	462,550
Pig-iron	..	..	..	" ..	280,000
Coal	..	..	..	Hectolitres	151,692
Coke	..	..	..	"	3,835
Coal tar	..	..	..	"	1,440
Copper	..	..	..	Kilos ..	141,268
Nails	..	..	..	" ..	60,808
Lead	..	..	..	" ..	22,161
Cement	..	..	..	" ..	13,393
Soda	..	..	..	" ..	9,321
Ropework	..	..	..	" ..	6,899
Felt ..	..	..	..	" ..	6,067
Whetstones	..	..	..	" ..	5,650
Syrup	..	..	..	" ..	5,235
Anchors and chains	..	..	..	" ..	245,509

RETURN of Principal Articles of Export to Great Britain from
Arendal during the Year 1892.

Articles.					Quantity.
Timber	..	..	..	Cubic metres..	71,984
Bottlenose oil	..	..	..	Barrels	234
Seal-skins	..	..	..	Tons ..	92 $\frac{1}{4}$
Old metal	..	..	..	Kilos...	111,115
Feldspar	..	..	..	" ..	50,000
Lead	..	..	..	" ..	25,000
Old rope	..	..	..	" ..	23,523
Cows' hair	..	..	..	" ..	11,800
Fresh fish	..	..	..	" ..	1,180
Herrings, fresh and salted	..	..	..	Hectolitres	2,502
Boats	..	..	..	Pieces	25

Bergen (Acting Vice-Consul Frederick Bennett).

The trade of Bergen during the past year has been far from Trade.
prosperous.

The scarcity of money that prevailed throughout 1892 was Money
severely felt in all branches of commerce. The high discount rate market.
of 5 $\frac{1}{2}$ per cent. to 6 per cent. with which the year commenced
was maintained until the autumn, when it fell to 4 $\frac{1}{2}$ per cent. to
5 per cent.

Notwithstanding that the general result of the fisheries in Fisheries.
Nordland (for which Bergen is the great export market) were
favourable as to the quantity of the catch, yet the profits were
not only small but in many cases both the sellers and exporters
suffered considerable loss. The losses fell more especially on the

Lofoten fish trade. In the first place, the quantity of the Lofoten catch was only 16,250,000, which is the smallest quantity ever taken. In the previous year, 21,000,000 were taken, but even this was much below the average quantity. Then again a considerable quantity of the Lofoten fish was spoilt during the process of drying, in consequence of the continuous wet season; finally, the knowledge that the tariff treaty between Norway and Spain would expire on July 1, and the possibility of the duty upon Norwegian fish being increased nearly 100 per cent. occasioned a general reluctance amongst buyers to purchase. The tariff negotiations between Spain and Norway eventually resulted in the duty being raised to 24 pesetas (from 18·70 pesetas) per 100 kilos., which, although considerably lower than the rate at first held out, is still severely felt.

Export. The total export of Norwegian fish from Bergen in 1892 amounted to 17,700,000 kilos. (17,385 tons) including about 3,000,000 kilos. in stock from the previous year. This is the largest exportation of any year, 1890 excepted. In 1891 the export only reached 14,600,000 kilos. (14,340 tons).

Cod-fish. Taken as a whole, the cod fisheries were unusually good. The total catch was 62,000,000, of which 17,800,000 were dried and 44,200,000 prepared as klipfisk (split cod). In 1891 the totals were 45,000,000 caught (10,500,000 dried and 34,500,000 prepared). The profits to the exporters were poor, owing to the principal markets in Spain, Portugal, and Italy being glutted when the Norwegian fish arrived.

Round-fish. There was a considerable export of this fish, 9,200,000 kilos. (9,035 tons) compared with 6,400,000 kilos. (6,285 tons) in the year previous, but the result for the exporters was bad.

Cod-liver oil. The exportation amounted to 70,000 barrels against 45,800 barrels in 1891. At the commencement of the year the following prices were quoted: for refined medicinal 44 kroner (2*l.* 8*s.* 11*d.*), for cleared 37 kroner (2*l.* 1*s.* 1*d.*), for brown cleared 35 kroner (1*l.* 18*s.* 11*d.*), and for brown 28 kroner (1*l.* 11*s.* 1*d.*); but owing to the small demand the prices fell to 35 kroner (1*l.* 18*s.* 11*d.*), 33 kroner (1*l.* 16*s.* 8*d.*), 31 kroner (1*l.* 14*s.* 5*d.*) and 27 kroner (1*l.* 10*s.*) respectively.

Roe. The export was 46,700 barrels against 27,700 barrels in 1891. The prices commenced at 26 kroner (1*l.* 8*s.* 11*d.*) for the best class and 16 kroner (17*s.* 9*d.*) for the inferior quality, both classes going up 2 kroner (2*s.* 3*d.*) in the course of the year.

Fat herrings. The quantity taken was one of the largest ever known, namely 700,000 barrels against 450,000 barrels in 1891. The export from Bergen was 330,000 barrels against 230,000 barrels in 1891, but owing to the great supply and the large quantities taken in Sweden, the prices fell so low that they barely covered the cost of the barrel and the expenses of salting.

Salt. The market has been dull, and the prices very low throughout the year.

Corn. At the commencement of the year there was a large stock on hand, bought at high prices in the mistaken expectation that the

supply would fall off, but the steadily falling prices during the year caused heavy losses amongst the importers.

The market has been quiet and the importers have thought it more prudent to replenish their stocks from the European markets (principally from Amsterdam), rather than direct from the Transatlantic places. Coffee and sugar.

The demand seems to have decreased, presumably owing to the cheapness of corn. Rice.

The trade in this article is now almost entirely in the hands of the Vestlandske Petroleum Company, which has built tank-ships for the trade. Petroleum.

Norwegian shipowners have had a bad year, owing to the low rates of freight that have existed over the whole world. The tonnage of steamers belonging to Bergen on January 1, 1892, was 104,300 tons net register, and on January 1, 1893, 103,770 tons, showing a slight decrease; seven new steamers are, however, being built, having a total tonnage of 9,400 tons net. Shipping trade.

The regular steam communication has been maintained unaltered during 1892, the Wilson line of Hull having run a weekly steamer between Hull and Bergen, and the Norwegian companies three steamers a week to Newcastle-on-Tyne, supported by a Government subsidy. The passenger traffic during the summer was unusually large, owing to the increasing number of tourists who annually visit Western Norway. In addition to the regular services, several pleasure steamers were despatched by English companies on yachting cruises to the Norwegian fjords, carrying large numbers of passengers. Steamship lines between England and Bergen.

The principal imports from England to Bergen comprise coals (chiefly from Newcastle), hardware, and Manchester goods. The competition with German manufactures is keen, and the profits consequently small. Imports from England.

The public health in 1892 was exceptionally good, and the stringent measures taken to protect the port against cholera proved thoroughly successful. Public health.

RETURN of Principal Articles of Import to Bergen during the
Years 1891-92.

Articles.					Quantity.	
					1891.	1892.
					Tons.	Tons.
Brandy	..	..	..	..	64	90
Hops	..	..	..	..	10	18
Hardware	..	..	..	..	77	65
Coffee	..	..	..	..	926	1,041
Barley	..	..	..	..	29,098	47,739
Wheat	..	..	..	..	69	1,460
Maize	..	..	..	..	325	812
Rye	..	..	..	..	52,588	40,640
Flour	..	..	..	..	6,001	4,682
Rice	..	..	..	..	480	566
Salt	..	..	..	..	39,676	36,307
Coal	..	..	..	..	139,535	150,870
Sugar	..	..	..	..	2,472	2,852
Molasses	..	..	..	..	1,955	2,681
Tea	..	..	..	..	18	23
Tobacco	..	..	..	..	239	246
Peas	..	..	..	..	..	1,360
Wines	..	..	..	..	339	397

RETURN of Principal Articles of Export from Bergen during the
Years 1891-92.

Articles.					Quantity.	
					1891.	1892.
Herrings, salted	..	..	Tons	..	26,989	32,034
„ kippered	..	..	„	..	118	125
„ fresh	..	..	„	..	972	216
Cod-fish, salted	..	..	„	..	121	120
Cod oil	..	..	„	..	5,471	7,392
Fish roe	..	..	„	..	3,202	4,208
„ dried	..	..	„	..	8,257	9,097
„ split	..	..	„	..	14,653	19,094
„ fresh	..	..	„	..	250	243
Game	..	..	„	..	23	221
Skins, hides	..	..	„	..	241	489
Ore	..	..	„	..	535	820
Anchovies	..	..	„	..	..	226
Lobsters	..	..	Number	..	46,016	32,239

RETURN of British Shipping at the Port of Bergen in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In. Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
8*	...	9	6,989	...	6,989	..	35	35†	...	62,166	62,166
			Total Number of Crews.						Total Number of Crews.		
			217						769		
			Total Value of Cargoes.						Total Value of Cargoes.		
			Unknown.						£ Unknown.		
			£						£		

* Passengers.

† Exclusive of 2 called for repairs, with crews numbering 42.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.										Cleared.						
Countries whence Arrived.			Number of Vessels.			Tonnage.			Countries to which Departed.	Number of Vessels.			Tonnage.		Number of Crews.	Value of Cargoes.
			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.			Total.
Russia	...	...	30	...	...	63,563	...	...	...	1	1	...	2,466	21	£	
Norway	...	...	...	...	2*	...	...	...	...	3	3	...	8,920	66	Un-	
United States	...	...	1	...	1	2,900	...	...	...	1	1	...	2,900	31	known.	
Total	...	...	31	...	33	66,463	...	...	...	5	5	...	10,286	118	...	

* Called for repairs.

Bodö (Vice-Consul Jentoft).

Trade.

The accompanying returns of shipping and of import and export show that the trade of this district was of the usual character in 1892.

Herring fishery.

The herring fishery was very rich for the district, but the low prices reduced the profits of the fishermen, and conditions were unfavourable to the buyer. The business was, therefore, not conducted without loss.

Harvest

The crops failed because the summer was cold and rainy.

Copper mine.

The copper mine at Sulitelma has not advanced much, for only one cargo was exported to Sweden.

At Beieren a proof-drift for nickel has been opened. The product is said to be of very high quality.

RETURN of all Shipping at the Port of Bodö during the Year 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	10	9,567	10	9,567
German	...	...	2	921	2	921
Norwegian	2	1,150	2	1,320	4	2,470
Total	2	1,150	14	11,808	16	12,958
„ for the year preceding ...	3	667	16	11,468	19	12,135

TABLE showing the Total Value of all Articles Exported from and Imported to Bodö from and to Foreign Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
England	..	..	10,100	11,200
Germany	6,625	6,525	1,200	1,700
Spain	..	..	1,600	1,600

RETURN of Principal Articles of Export from Bodö during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Herrings	Barrels ...	3,426	£ 5,200	13,900	£ 10,000
Walrus oil	..	430	625	900	1,250
Fish	Kilos. ...	51,300	800	32,390	600
Total	...	...	6,625	...	11,850

NOTE.—One ship, cleared with 400 tons sulphur ore, is not included in this table.

RETURN of Principal Articles of Import to Bodö during the
Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	15,300	9,980	17,185	11,200
Salt	1,420	1,420	1,600	1,600
Other goods	..	1,500	..	1,700
Total	..	12,900	..	14,500

Brevig (Vice-Consul Larsen).

The export consisted, as usual, of ice and wood, and of Exports. herrings, which were exported to England.

The imports from England consisted chiefly of coal, of which Imports. 2,500 tons were imported to Brevig and Langesund.

There is no noticeable change in the consumption of other British articles.

British shipping decreased considerably in the past year as Shipping. compared with the preceding years, the port of Brevig having in 1892 been visited by only 22 vessels (6,768 tons register).

The port of Langesund was visited by only five vessels (760 tons).

RETURN of all Shipping at the Port of Brevig during the Year
1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	22	6,768	...	...	22	6,768
Norwegian	371	78,746	...	...	371	78,746
Danish	7	738	...	...	7	738
Total	400	86,252	...	...	400	86,252

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	22	6,768	...	...	22	6,768
Norwegian	373	79,652	...	...	373	79,652
Danish	7	738	...	...	7	738
Total	402	87,158	...	...	...	87,158

NORWAY.

RETURN of all Shipping at the Port of Langesund during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	5	1,052	1	141	6	1,193
Russian ...	1	183	...	...	1	183
Norwegian ...	27	9,248	...	...	27	9,248
Total ...	33	9,752	1	141	34	10,624

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	4	619	1	141	5	760
Russian ...	1	183	...	...	1	183
Danish ...	3	327	...	...	3	327
Norwegian ...	31	8,963	...	...	31	8,963
Total ...	39	10,092	1	141	40	10,374

Christiansand, S. (Vice-Consul Reinhardt).

- Fire. In the month of July, 1892, a great calamity happened to this city. Half of the town (about 350 houses, valued at nearly 4,000,000 kroner) was consumed by fire. As it was made compulsory after the fire to build houses only of brick, very heavy expenses have to be incurred by the population.
- Timber: Prices for sawn deals, pit-props, and mining timber, continued to be low during the year 1892. Still there was an increase in the export of the two last-named articles.
- Prices of. Wood-pulp. Prices for wood-pulp were also low, but the export was about the same as in 1891. The export of paper was considerably smaller than in 1891. The machinery in the mills underwent alteration, while a very serious flood in the rivers during the autumn did considerable damage, and stopped the production for some time.
- Paper. Beer. The export of beer nearly ceased. None was exported to Great Britain. This is very likely due in part to the large consumption on the spot, owing to the number of workmen who come to this city in order to rebuild the houses.
- Fisheries. The salmon, mackerel, and herring fishing in this district was poor during the year, whereas the catch of lobsters was considerably greater than in 1891. Germany continues to be the principal market for lobsters from this part of the country.
- Lobsters. Freights. Freights were very bad during the year. There has consequently been little demand for new tonnage.
- Ship-building. Two wooden vessels and one iron ship were built here, and

three very small steamers for the coasting traffic. Two iron vessels of greater tonnage were bought in England.

The harvest in the district was considered good, but not excellent. The hay crop was good, both as to quantity and quality. There was much grain, but the quality in some parts of the district was not satisfactory. The quantity of potatoes was large, but they have not kept well.

PRINCIPAL Articles of Export from Christiansand during the Year 1892.

Articles.		Total Quantity.	Of which Exported to Great Britain.
Sawn deals—			
Above the length of 19 decimetres..	Cub. metres	34,477	3,227
Below " " " "	"	1,995	1,695
Pit-props and timber—			
Above the length of 19 decimetres..	"	31,516	27,531
Below " " " "	"	11,832	2,100
Wood pulp	Tons ..	7,048	5,034
Paper	" ..	1,220	1,125
Beer	Litres ..	123	..
Nickel	Tons ..	71	71
Salmon (fresh)	" ..	119	70
Lobsters (alive)	Number ..	240,787	10,800
Mackerel (fresh)	" ..	225,688	146,256
" (salted)	Barrels ..	3,224	1,034
Herrings (fresh)	Tons ..	52	50
" (salted)	Barrels ..	3,669	..

Christiansund, N. (Vice-Consul Parelus).

The trade at this port has been of about the same extent as the year before. The traffic with Great Britain has also, for the last year, been kept up by two lines of steamers, the Wilson line to Hull, and the Norwegian line to Newcastle. By the Wilson line has been shipped about 2,600 tons of dried cod, or 340 tons more than in 1891. A steamship company at Bremen ("Neptune") has commenced a new line between Christiansand, Portugal, Spain, and Italy, touching at some other exporting towns on the coast of Norway. The chief article of export by this line is dried codfish.

The chief articles of export from this port have also during the past year been dried codfish (about 22,000 tons), herrings (about 110,000 barrels), guano, cod oils, &c. (about 2,000 tons).

The chief articles of import have been salt and coal.

Imports:

The import of coal does not show the same figure as last year, but the consumption has been larger than the year before. Considerable quantities have been brought from Bergen. Only English and Scotch coal is used at this port.

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Salt. The import of this article has been increasing. It amounted in 1892 to 24,300 tons against 20,400 tons in 1891.

Only Spanish and Italian salt is used here, the quotations being still too high in England.

Enterprise. The English Scandinavian Company Limited, named in my report last year, is still working here. The production consists of fish-guano and herring oil.

Exhibition. A fisheries and tourist exhibition was held here in 1892. It was well attended by foreigners as well as by Norwegians.

RETURN of Principal Articles of Export from the Port of
Christiansund, N., during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Dried cod-fish (about) ..	22,584	487,700	22,000	400 000
Cod-oils, roe, fish manures	2,232	27,500	2,000	22,000
Herrings	14,060	62,500	14,000	62,000
Total	38,876	577,700	38,000	484,000

RETURN of Principal Articles of Import to the Port of
Christiansund, N., during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Corn, rye, barley (about)	143	1,350	50	500
Colonial products ..	312	6,390	120	2,500
Salt	20,400	13,700	24,300	16,300
Coals	14,640	12,000	11,100	9,100
Total	35,495	33,440	35,570	28,400

CUSTOM-HOUSE RECEIPTS.

		Amount.	
		1891.	1892.
		£	£
Import duty .. ..	.. ..	16,245	15,680

RETURN of all Shipping at the Port of Christiansund, N., during
the Year 1892.

ENTERED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	49	41,540	...	...	49	41,540
Norwegian ...	169	95,645	16	4,177	185	99,822
Other nations ...	38	16,487	...	...	38	16,487
Total ...	256	153,672	16	4,177	272	157,849

CLEARED.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	50	42,359	...	...	50	42,359
Norwegian ...	199	101,034	19	3,590	218	104,624
Other nations ...	42	18,665	...	...	42	18,665
Total ...	291	162,058	19	3,590	310	165,648

Drammen (Vice-Consul Gram).

In this district nearly all branches of trade were lifeless Trade.
during 1892.

Prices were stationary and very low, and profits in most
cases nil.

The export of timber again decreased, principally on account Timber.
of the very bad state of the Australian market.

Prices were as low as ever, but have now probably touched
their lowest point.

Stocks are smaller than usual.

The export is somewhat increasing, and prices for mechanical, Wood-pulp.
and especially for chemical, pulp were satisfactory, and left a
reasonable profit.

The export is increasing, several powerful mills being now in Paper.
full work.

Prices were very bad during the greater part of the year,
but improved towards its close.

The import from Great Britain is increasing, especially as British goods.
regards iron and machinery.

Freights ruled lower than ever, and no improvement is to be Freights.
expected.

Only a couple of older British vessels were bought for Shipping.
Drammen account during the year.

The navigation was kept open the whole year, in spite of the Navigation.
unusually severe winter, and as a second ice-breaker has been
bought by the harbour authorities, the Drammen fjord may now
be considered navigable by steamers throughout the winter.

RETURN of all Shipping at the Port of Drammen during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	4	381	17	14,515	21	14,896
Norwegian ...	218	54,905	87	32,357	05	87,262
German ...	12	1,580	11	5,320	23	6,900
Dutch ...	7	970	2	1,442	9	2,412
French ...	1	117	...	...	1	117
Swedish ...	2	369	15	6,651	17	7,020
Danish ...	17	2,602	4	1,741	21	4,343
Russian ...	2	510	...	...	2	510
Total ...	263	61,434	136	62,026	399	123,460
„ for the year preceding ...	302	75,930	116	46,668	418	122,598

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	8	284	48	41,121	51	41,405
Norwegian ...	255	68,314	237	102,548	492	170,862
German ...	17	2,476	17	7,689	34	10,165
Dutch ...	8	1,200	2	1,442	10	2,642
French ...	1	117	...	...	1	117
Swedish ...	3	591	29	12,584	32	13,175
Danish ...	20	3,196	3	1,580	23	4,776
Russian ...	2	510	...	...	2	510
Total ...	309	76,688	336	166,964	645	243,652
„ for the year preceding ...	340	97,131	330	161,936	670	259,067

RETURN of Principal Articles of Export from Drammen during the Years 1891-92.

Articles.	Quantity.	
	1891.	1892.
	Tons.	Tons.
Ice	4,831	5,383
Timber	95,462	85,179
Wood-pulp (dry)	8,021	255
(wet)	83,308	77,404
Chemical pulp (dry)	830	2,266
(wet)	3,682	4,650
Matches	..	6
Cobalt ore	..	59
Copper ore	90	..
Paper	1,583	3,900
Total	192,807	179,102

RETURN of Principal Articles of Import to Drammen during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Iron	1,586	..	1,844	..
Tobacco in leaf.. .. .	..	..	53	..
Woollen goods	..	..	29	..
Petroleum	..	..	971	..
Salt	..	..	1,404	..
Coal	54,788	..	54,263	..
Machinery	..	1,940	..	5,668

Dröbak (Consular-Agent Lehmann).

RETURN of all Shipping at the Port of Dröbak during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	624	...	...	3	624
Other nations	238	48,743	30	11,557	268	60,300
Total	241	49,367	30	11,557	271	60,924

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	3	624	...	...	3	624
Other nations ...	270	52,486	40	17,262	310	60,738
Total ...	273	53,110	40	17,262	313	70,362

RETURN of Principal Articles of Export from Dröbak during the Year 1892.

Articles.				Quantity.	
Timber	..	..	..	Tons	2,640
ce .. ..	..	..	..	.. ..	66,690
Hay .. ..	..	..	..	.. ..	1,032

RETURN of Principal Articles of Import to Dröbak during the Year 1892.

Articles.				Quantity.	
Glycerine	..	..	..	Tons	50
Coal .. ..	..	..	..	.. ..	2,560
Saltpetre .. ..	..	..	..	.. ..	100
Sulphuric acid	..	..	..	Kilos. ..	150,000

Egersund (Vice-Consul Pantervold).

The trade of the port was about the same as during the foregoing year, although the export of fresh mackerel and salmon was smaller, owing to the bad fishing on the coast.

The catch of mackerel with hook and line during the autumn Mackerel was exported to North America via other Norwegian ports. Besides Norwegian and Swedish vessels, some Danish ones took part from this port in the fishing, and with satisfactory results.

From Great Britain 48 vessels arrived in 1892, 35 being with Shipping-cargo (32 sailing vessels and 3 steamers) and 13 (5 sailing vessels and 8 steamers) in ballast. For Great Britain 12 vessels were cleared (1 sailing vessel and 11 steamers) partly with cargo, and 35 sailing vessels in ballast.

A Norwegian line of steamers running between Grangemouth and Christiania touched at this port during the summer. As this is the shortest course over the North Sea, tourists are enabled to make round voyages to the northern and eastern parts of Norway, and to return by the same line of steamers.

Tourists.

About the same number of tourists stopped at this place. The River Tengs, above the new salmon ladder, was leased by an English angler.

RETURN of Principal Articles of Export from Egersund and Soggendal during the Year 1892.

Articles.				Quantity.	Value.
Mackerel in ice..	..	..	Number	312,080	£ 2,450
Salmon	„	..	Lbs.	18,192	610

RETURN of Principal Articles of Import at Egersund during the Years 1892.

Articles.				Quantity.	Value.
Coal	..	..	..	Tons. 5,578	£ 3,910
Pottery clay	..	..	..	1,280	1,920

Farsund (Vice-Consul Sundt).

Trade.

The returns, both of imports and exports, show a falling off in trade.

Fisheries.

These have also been smaller on this coast, excepting the salmon fishing, which has improved during the last years, owing probably to the protective laws.

Agriculture.
Shipowners.

The farmers had last year a very good season.

As formerly reported, this district has a great many shipowners, who have formerly worked very well; but as freights have been very low for some years past there is a tendency to retire from this branch of business. The district lost last year 8 ships (one with all hands). The tonnage shows a reduction last year of 3,697 register tons.

No British vessels entered or cleared at Farsund in 1892.

Seamen.

More than 3,000 seamen belong to this district. They have been doing well, as their wages have been on the ordinary scale, although freights were down.

RETURN of Principal Articles of Export from Farsund during
the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Mackerel in ice	Lbs.	400,000	£ 1,550	310,000	£ 1,320
Salmon	"	44,000	1,467	47,000	1,567
Trout	"	6,000	125	2,750	61
Lobsters, live	Pieces	40,000	1,665	35,200	1,564
Roe	Barrels	150	240	436	581
Mackerel, salted	"	1,200	2,400	175	680
Staves	Sup. feet	150,000	180	133,000	160
Total			7,627		5,933

RETURN of Principal Articles of Import to Farsund during
the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
Coal	Tons.	£	Tons.	£
Grain	2,050	1,435	2,112	1,373
Salt	650	7,200	585	7,020
Other articles	250	280	220	244
Total		7,000		6,600
		15,915		15,237

TABLE showing the Total Value of all Articles Exported from
Farsund and Imported to Farsund during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Great Britain	3,765	3,471	2,635	2,410
Norway	450	410	10,200	9,900
France	240	581	450	400
Germany	72	50	2,500	2,400
Denmark	1,000	741	..	..
United States of America	2,100	680	..	..
Other countries	..	..	130	127
Total	7,627	5,933	15,915	15,237

RETURN of all Shipping at the Port of Farsund during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	23	6,237	54	37,880	77	44,117
Other countries ...	...	...	...	...	...	...
Total ...	23	6,237	54	37,880	77	44,117
„ for the year preceding ...	...	...	...	...	72	42,983

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	26	7,567	54	37,880	80	45,447
Other countries ...	1	368	...	...	1	368
Total ...	27	7,935	54	37,880	81	45,815
„ for the year preceding ...	...	...	...	...	61	33,894

Flekkeffjord (Vice-Consul Eyde).

Trade.

Business has been rather bad, and the dulness that prevailed in the last months of 1891 continued, and was partly worse in 1892.

Shipping.

Shipowners suffered under the unusual low freights, and a number of sailing vessels and steamships were obliged to lay up, as the rates were not remunerative.

No direct trade in British vessels from or to Great Britain has been carried on, and no British vessel has touched my port or outports this year.

Fisheries: Salmon.

The catch of salmon was much less than last year, viz., about 36,000 lbs. against 70,000 lbs. last year. The greater part was shipped to England in ice partly direct, partly viâ Farsund and Christiansand, S. The fishermen obtained last year 10*d.* per lb. for salmon of at least 6 lbs. weight and 6*d.* for smaller sizes.

Mackerel.

Also the catch of mackerel was much smaller than in the previous year, viz., 350,000 against 664,000 in 1891. They were mostly shipped in ice to England. The greater part of the mackerel was exported from this place, the remainder viâ Farsund and Christiansand, S. The price paid to the fishermen was a little better than in 1891, viz., 1*s.* for 100 against 17*s.* 8*d.*

Lobsters.

The catch of lobsters was somewhat better in 1892, viz., 14,000 against 4,000 in 1891. The fishermen got 7½*d.* for lobsters measuring at least 8 inches.

The Aaensire Salmon Fishery Company hatched about Salmon 2,000,000 fry in 1892 against 1,650,000 in 1891. The enterprise hatching. received a subvention of 200% from the State.

The River Kvina is still leased by an English gentleman for Sport. 800% per annum. He took 325 salmon last summer with the rod.

The tanning of raw Brazilian ox hides, which is our chief Tanneries. industry, gave nearly the same profits as in the preceding year, and may be estimated at about 7 per cent. to 8 per cent. The import was the same as last year, viz., about 12,000 hides shipped from Buenos Ayres viâ Hamburg. The tanned leather was sold mostly to Sweden at the price of about 1s. 4d. per lb.

This industry is of great importance to our town, and the Barrels and staves. prices paid quite well also in 1892. It produced 100,000 barrels, of which only 12,371 were sold to Sweden, the remainder having been used for herring and mackerel salting at home. Prices were about the same as in 1891, viz., 1l. to 1l. 10s. per dozen, according to quality.

RETURN of all Shipping at the Port of Flekkefjord during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian	26	5,670	17	8,462	43	14,132
Swedish	18	413	...	...	18	413
Total	44	6,083	17	8,462	61	14,545
„ for the year preceding ...	43	4,914	11	2,777	54	7,691

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian	40	4,725	11	3,942	51	8,667
Swedish	19	577	...	...	19	577
Total	59	5,302	11	3,942	70	9,244
„ for the year preceding ...	59	5,174	10	2,378	69	7,552

RETURN of Principal Articles of Export from Flekkefjord
during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Leather, tanned	Tons ...	128	£ 17,300	137	£ 18,500
Mackerel in ice	" ...	120	1,400	63	800
Salmon	" ...	11	750	6	500
Fish, other	" ...	1	40	1	40
Lobsters	Number ...	2,600	120	5,450	250
Herrings	Tons ...	100	900	140	1,260
Barrels	Number ...	15,064	1,260	12,371	900
Game	Tons ...	2	200	2	200
Hide parings	" ...	...	...	14	100
Other articles	" ...	...	600	...	800
Total	...	...	22,570	...	23,350

RETURN of Principal Articles of Import to Flekkefjord during
the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
Raw hides	Tons. 286	£ 9,000	Tons. 336	£ 10,600
Cotton and woollen goods.. ..	8	2,290	8	2,290
Coal	1,250	960	1,457	1,160
Salt	409	65	400	64
Hardware	8	280	6	240
Oak bark	281	1,540	212	1,100
Other articles	..	1,000	..	1,000
Total	..	15,135	..	16,454

TABLE showing the Value of all Articles Exported from and Imported to Flekkefjord to and from other Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
Great Britain	£ 2,650	£ 2,000	£ 2,500	£ 2,300
Brazil	..	..	9,000	10,600
Sweden	19,000	20,000	2,000	1,800
Germany	450	800	1,200	1,290
Spain	..	..	65	64
Other countries	440	550	370	400
Total	22,540	23,350	15,135	16,454

Fredrikshald (Vice-Consul Wiel-Gedde).

The export of wood in 1892 was larger than during the Timber trade. previous year, especially in pit-props. The flooring prices were very miserable; but deals 3 by 9 obtained fair prices.

The production of the local mills was reduced to about 9,000 Wood-pulp. tons; prices advanced at the end of the year.

"Haldens Tænstikfabrick" produced 6,500 cases of matches. Matches.

The import of raw cotton amounted to 350 tons. Cotton.

The works have been in great activity. Granite.

The herring fisheries were less important in 1892, but fish Fisheries. curers had a fair profit.

This branch of business was unsatisfactory in 1892. Shipping.

RETURN of British Shipping at the Port of Fredrikshald in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	4	4	...	924	924	4	...	4	924	...	924
			Total Number of Crews.						Total Number of Crews.		
			45						45		
			£ ...						£ 2,398		

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.						Cleared					
Number of Vessels.			Tonnage.			Number of Vessels.			Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	3	3	...	987	987	11	...	11	2,824	...	2,824
Germany...	...	3	...	1,887	1,887	2	...	2	647	...	647
Denmark...	...	9	...	597	597	...	...	...	...	...	...
Norway ...	...	1	...	...	...	...	...	...	...	...	...
Total	...	13	...	3,471	3,471	13	...	13	3,471	...	3,471
			Number of Crews.						Number of Crews.		
			23						123		
			109						39		
			25						162		
			£ ...						£ 7,713		

Fredrikstad (Vice-Consul Thiis).

As shown in the accompanying return, the number and tonnage of British shipping at this port fell off last year. Only 36 vessels, with an aggregate tonnage of 13,949 were entered, against 38 ships with 20,400 tons in 1891. Shipping.

The cause of this decline is the Australian market, which was more depressed than even in the preceding year.

Very little in the way of flooring boards was shipped hence to Australia, owing to low prices and to the large stock still on hand in the Australian ports since 1890, when a heavy export took place from Norway and Sweden. Timber trade.

The export of round pulp-wood has increased largely at this port, and the greater part has been taken away by English steamers. The whole export of timber last year was as follows:—

Description.						Number.
						Cubic Metres.
Floorings	..	..	..	..	..	234,007
Sawn wood	..	..	..	..	..	69,227
Round wood	..	..	..	..	..	38,452
Firewood and staves	..	..	..	..	..	65,006
Total						406,692
„ in 1891						455,782

Prices ruled very low all through the shipping season, and the year was the reverse of a satisfactory one for the timber merchants.

The freights ruled lower than even in 1891, causing great loss to Norwegian shipowners.

Provisions are dear and wages far too high in proportion to what is paid to working men on shore.

The herring fishery during the past winter proved a failure (up to the end of January) as very little fish come under this coast. The fishing scarcely repaid the fishermen the cost of their outfit, which was on a larger scale than usual, owing to the large profits made last season. Herring fishery.

The shipping of the neighbouring port of Sarpsborg was larger than usual. Shipping and trade of Sarpsborg.

The port was visited by 11 British steamers with a tonnage of 8,835 reg. tons. They all loaded pulp-wood from the “Kellner Partington Paper Pulp Company, Limited.” This company has a large export of this kind of wood, as well as of wood-pulp, the latter being mostly shipped by the regular liners hence to London. Wood-pulp.

The Anglo-Scandinavian Condensed Milk Company is also doing a large business at Sarpsborg, but their goods are mostly sent by rail to Christiania and shipped thence to various ports abroad.

RETURN of British Shipping at the Port of Fredrikstad in the Year 1892.
Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.					
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	7	7	...	5,515	5,515	34	...	34	12,623	...	12,623
			Total Value of Cargoes.						Total Number of Crews.		
			£ ...						823		
									37,000		

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.						Cleared.					
Number of Vessels.			Tonnage.			Number of Vessels.			Tonnage.		
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
...	17	17	...	4,787	4,787	2	...	2	1,326	...	1,326
...	8	8	...	2,421	2,421	...	...	...	...	...	...
...	3	3	...	942	942	...	...	...	...	...	...
...	1	1	...	284	284	...	...	...	...	...	...
...	29	29	...	8,434	8,434	2	...	2	1,326	...	1,326
			Total ...						30		
Countries whence Arrived.			Value of Cargoes.			Countries to which Departed.			Value of Cargoes.		
Denmark			£			France			£		
Germany			152			...			2,100		
Holland			62			...			...		
Norway			18			Total ...			1,326		
Total...			247						2,100		

Hammerfest (Acting Vice-Consul Klykken).

- Bad year. The past year was disastrous to the population of West Finmarken.
- Fisheries : The cod fishery in spring was very poor. It lasted only a
cod. very short time, and was constantly interrupted by stormy weather.
- Coal fish. The coal fish ("sei," *gadus virens*) in the summer was also bad. The fishing was good only in November and December.
- Weather bad. Cold weather prevailed throughout the summer. In May and June it snowed frequently, and from July it rained constantly until winter set in.
- Harvest. Little hay was cropped, and that little did not dry, so the winter opened with almost no food for either human beings or cattle.
- Whales. The whale and sea fisheries were better than in 1891, but as
Seals. the price of oil and skin was lower no profit was realised.
Sharks. The shark fishing gave average results.
- The number of Russian traders was the same as usual, but as the export of rye-meal was restricted, the greater part of the vessels had only sufficient wherewith to buy half a cargo of fish.
- In consequence of this, the price realised at Archangel was fair, and gave the Russian traders a better profit than they perhaps have had for several years past.

Haugesund (Vice-Consul Jacobsen).

- Herring fishery. The spring herring fishery gave about the same result as in 1891, or about 125,000 barrels. The price was low, namely, about 4 kroner 30 öre (4s. 9d.) per barrel. Our exporters were very much engaged in the fat herring fishery in the north of Norway. The catch was very large, and prices fell rapidly in all the Baltic markets.
- The winter herring fishery in the east of Norway was not so rich as usual. A good deal of that herring was brought to this place, and is expected to yield good profits to the exporters.
- Mackerel fishery. The catch between Egersund and Haugesund amounted to about 14,000 barrels, of a value of about 41,700*l*.
- Cod fishery. The cod fishery on Karmö Island resulted in about 800,000 cod, of a value of about 20 öre (2½*d*.) apiece.
- New lighthouse. A new lighthouse has been erected north-west of Rövde Island.

RETURN of Principal Articles of Export from Haugesund during
the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Herrings, salted	Tons	16,912	£ 108,955	20,892	£ 63,838
" iced	"	508	2,825	1,788	3,974
" kippers...	"	355	6,089	476	5,293
Lobsters	Number	12,834	356	10,807	330
Pyrites	Tons	14,849	20,624	24,440	33,944
Other articles	...	...	1,100	...	3,886
Total	...	...	139,949	...	111,265

RETURN of Principal Articles of Import to Haugesund during
the Years 1891-92

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Coal	Tons	14,925	£ 8,292	19,815	£ 12,109
Salt	"	9,432	11,000	11,926	13,914
Canvas	"	13	1,117	10	804
Metals	"	62	6,904	91	10,090
Cotton and linen goods	"	17	5,593	14	4,721
Barrel-hoops, willow	Bundles	69	2,293	54,273	1,809
Other articles	...	...	50,162	...	55,200
Total	...	...	85,361	...	98,647

RETURN of the Trade between Great Britain, &c., and Haugesund.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
Great Britain	£ 10,270	£ 9,367	£ 25,968	£ 38,634
Other countries	129,679	101,898	59,393	60,013
Total	139,949	111,265	85,361	98,647

RETURN of all Shipping at the Port of Haugesund during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian	127	18,230	161	68,477	288	86,707
Swedish	...	...	3	712	3	712
Dutch	...	...	6	2,430	6	3,430
Total	127	18,230	170	72,619	297	90,849
" for the pre- ceding year	...	...	...	...	...	83,799

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	12	11,146	12	11,146
Norwegian ...	147	14,819	163	58,247	310	73,066
Swedish ...	...	...	6	1,353	6	1,353
Danish ...	1	93	1	400	2	493
Dutch ...	...	...	3	1,905	3	1,905
Total ...	148	14,912	185	73,051	333	87,963
" for the preceding year ...	...	...	...	...	...	96,581

Kragerö (Vice-Consul Larsen).

Trade.

The results of the trade in 1892 have been very unsatisfactory, the wood-pulp trade only excepted. The prices of our staple articles have been very low, and inflicted serious losses on the exporters, while the shipowners complain that the freights have been lower than ever before. The dawn of better days appears to be far off.

No failures.

There were no failures of any consequence in the past year.

Port open in winter.

The navigation was not hindered by ice in 1892.

RETURN of all Shipping at the Port of Kragerö during the year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	6	3,926	6	3,926
Other nations ...	494	84,375	120	41,806	614	126,181
Total ...	494	84,375	126	45,732	620	130,107

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	6	3,926	6	3,926
Other nations ...	504	83,788	121	43,182	625	126,970
Total ...	504	83,788	127	47,108	631	130,896

RETURN of Principal Articles of Export from Kragerö during
the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	44,038	85,000	40,798	75,000
Ice	52,893	9,000	57,302	6,000
Wood-pulp	4,643	7,500	5,434	9,000
Apatite	2,809	16,300	1,618	7,000
Felspar	1,580	580	694	1,000
Total	..	118,380	..	98,000

RETURN of Principal Articles of Import to Kragerö during
the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	3,638	2,750	5,247	5,000
Iron	..	..	33	50
Salt	690	550	..	..
Total	..	3,300	..	5,050

Laurvig and Sandefjord (Vice-Consul Dahm).

The general trade of these ports has not undergone any Trade noticeable change from the previous year. The timber trade was brisker, and there was a rise in prices for the few first months of the year, which, however, soon dropped, and came back to the same low level as of late years.

The freights have been very low, generally leaving a loss, Freights. instead of a profit, to shipowners.

The ports were visited by 6 British ships in 1892, against Shipping. 4 in 1891.

Of the 365 vessels, with a total tonnage of 131,068 tons entered from abroad, 213 were sailing ships, of 50,149 tons burthen, and 152 steamers, of 80,919 tons. As to nationality, there were 240 Norwegian, 32 Swedish, 71 Danish, 7 German, 9 Dutch, and 6 English.

In 1891, 434 vessels, with a total tonnage of 126,462 tons, were entered from abroad.

From Laurvig the clearances for places abroad numbered 387

vessels, of 130,051 aggregate tonnage. Of these 220 were sailers (46,244 tons) and 167 steamers (83,807 tons). Their nationality was—259 Norwegian, 32 Swedish, 74 Danish, 11 Dutch, 3 English, 1 Finnish, 7 German.

In 1891 the total clearances were 511 vessels, of an aggregate tonnage of 148,903 tons.

Exports :
Timber.

Floorings, deals, pit-props, and wooden goods of all other kinds were exported to the amount of 30,011 tons, against 45,059 tons in 1891. Of this nothing went to Australia, against 4,819 tons in the previous year.

The export of mechanical wood-pulp increased to 5,290 tons from 3,165 tons in 1891, and that of ice from 10,994 tons in 1891 to 12,691 tons in 1892.

Granite.

The shipment of granite amounted to 1,118 tons, against 772 tons in 1891.

Herrings.

The herrings came again on their usual visit in autumn. A considerable quantity was caught, and prices were consequently very low. The total export was 467 tons, of which 304 tons went to England.

Imports :
Coal.

The principal article of import from Great Britain has, as before, been coal, of which 8,988 tons were imported, against 14,900 tons in 1891, and about 10,000 tons during the two previous years.

Salt.

Of salt the importation was 1,156 tons, of which 906 tons came from England.

Lofoten Islands (Vice-Consul Rouquette).

Trade.

The year 1892 must be noted as a disastrous one, since both the fishing industry and the agricultural crops proved failures, causing a falling-off in trade as compared with the returns of 1891.

Cod fishery.

Hopes were entertained at the Lofoten cod fishery that the year would be a prosperous one, but as the season advanced it was seen that it would be very poor, and ultimately resulted in being the worst fishery that has been known in the Lofotens. This was the more remarkable as everywhere else in Norway the industry was very remunerative to fishermen. The following table shows the result for the past three years of the fisheries at the Inner and Outer Lofotens and the Vesteraalen group:—

Year.	Outer Lofotens and Vesteraalen.			
	Fish.	Trade oil.	Medicinal oil.	Roe.
	Millions.	Tons.	Tons.	Tons.
1890	4 $\frac{6}{10}$	690	178	494
1891	3 $\frac{8}{10}$	490	100	290
1892	7 $\frac{9}{10}$	1,070	295	987

Year.	Inner Lofotens.			
	Fish.	Trade oil.	Medicinal oil.	Roe.
	Millions.	Tons.	Tons.	Tons.
1890	30	3,630	1,670	3,680
1891	21	1,410	1,820	1,963
1892	16 $\frac{3}{5}$	1,430	810	1,740

All through the season herrings were very plentiful, but Herring salters and speculators had lost heavily in the previous year, and, fishery. therefore, kept aloof from buying. Consequently, the price per maal (33 gallons), which is usually about 15s., fell rapidly to about 6s., but even at this low price buyers were not to be found, so that large quantities of herrings were allowed to escape from the nets after being caught. The total quantity of herrings salted in the Lofotens and the immediate neighbourhood cannot be estimated at less than 600,000 barrels.

The State has nearly finished the works at Hovden, in Harbour Vesteraalen, which is intended as a shelter for the fishing boats works. during the fishery. This year the Government will also commence works at Andenæs in the north and at Henningsvær and Stamsund in West Lofoten.

RETURN of Principal Articles of Export from the Lofoten Islands during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Guano	2,627	13,135	1,688	8,440
Oil	600	9,000	258	3,870
Salted herrings..	36	216	144	720
Other articles ..	11	55	1	40
Total	3,274	22,406	2,091	13,070

RETURN of Principal Articles of Import at the Lofoten Islands during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	8,794	7,695	7,398	5,548
Salt	..	..	1,098	1,342
Other articles ..	73	1,060	..	..
Total	8,867	8,755	8,496	6,890

RETURN showing the Total Value of all Articles Exported from the Lofoten Islands and Imported at the Lofoten Islands from and to Foreign Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
United Kingdom	6,825	2,610	8,755	5,548
Germany	8,321	10,210	..	..
Italy	..	..	..	1,342
Other countries	7,760	250	..	..
Total	22,406	13,070	8,755	6,890

RETURN of Shipping at the Lofoten Islands during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	7	4,968	7	4,968
Norwegian	2	526	2	761	4	1,287
Other countries	...	...	3	1,484	3	1,484
Total	2	526	12	7,213	14	7,739

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	7	4,968	7	4,968
Norwegian	3	678	3	1,351	6	2,029
Other countries	...	...	3	1,409	3	1,409
Total	3	678	13	7,728	16	8,406

RETURN of British Shipping at the Lofoten Islands in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.			Total Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	Total Value of Cargoes.
7	...	7	4,968	...	4,968	96	£ 6,839	...	£ ...

Mandal (Vice-Consul Andorsen).

Trade.

As in 1891, so also during the whole of the year 1892, the trade of this district has been anything but good, the prices obtained abroad for timber being so low that the export has given little or no profit.

Freights.

Freights have continued exceedingly low, and the wooden sailing vessels, of which the shipping of this district consists, have, as a rule, lost money during the whole year. The continued low state of the freight market is very distressing to the many ship-owners of this district, whose principal income is dependent upon their ships.

Fisheries.

The salmon and lobster fishing has been good, and the mackerel fishing pretty good. Several fishing smacks from Yarmouth and Lowestoft have been bought during the year, and employed principally in the North Sea mackerel fishing, which is rather a new enterprise; but it is carried on with much interest and energy.

RETURN of Principal Articles of Export from Mandal during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	12,160	9,958	9,142	8,766
Birch staves and fir staves	5,042	4,801	5,886	5,212
Lobsters	2.5	292	5	468
Salmon (in ice) ..	15.5	1,020	14	764
Oak bark	10	42	9	87
Ice	542	70	..	..
Other articles ..	310	970	238	2,172
Total	18,082	17,153	15,294	17,419

RETURN of Principal Articles of Import to Mandal during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cotton goods	13	1,407	12.5	1,355
Woollen „	9.5	2,869	8	2,399
Corn and flour ..	45	1,159	125.5	1,354
Wine and spirits ..	9.5	739	8	612
Coal	1,618	1,299	1,115	781
Other articles ..	137	4,136	439	6,672
Total	1,832	11,609	1,708	13,173

TABLE showing the Total Value of all Articles Exported from and Imported to Mandal from and to Foreign Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
England	5,665	3,508	4,176	3,319
Denmark, Iceland, and the Faroe Islands	8,414	9,125	1,786	4,816
Germany	1,107	1,021	4,803	3,971
Other countries	1,967	3,765	844	1,067
Total	17,153	17,419	11,609	13,173

RETURN of Shipping at the Port of Mandal during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	353	...	...	11	353
Norwegian	149	13,630	...	...	149	13,630
Swedish	20	731	...	...	20	731
Danish	1	78	...	...	1	78
Total	181	14,792	...	...	181	14,792
„ for the year preceding	188	16,718	1	134	189	16,852

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	...	...	...	...
Norwegian	177	14,070	2	268	179	14,338
Swedish	22	776	...	...	22	776
Danish	1	78	1	509	2	587
Total	200	14,924	3	777	203	15,701
„ for the year preceding	191	18,310	4	661	195	18,971

RETURN of British Shipping at the Port of Mandal in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.						Cleared.						
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.			Total Tonnage.		Total Value of Cargoes.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.		Total.
...	11	11	...	353	353	£	...	34	...	...	£	...

Mosjøen, Vefsen (Vice-Consul Dahl).

Nearly all the trade of this place was effected in coasting Trade steamers.

Most of the British articles used in my district were imported, as usual, viâ Bergen and Christiania.

The usual expeditions were made from this district to the Fisheries. Lofotens and the herring fisheries on the coast, but they did not give favourable results.

Few English sportsmen and tourists visited this place in 1892, Tourists probably on account of the elections at home.

The quantity of salmon killed in the Vefsen district last season Salmon. amounted to about 15,000 lbs.

Molde (Vice-Consul Dahl).

This port was not visited by any British merchant-vessel Trade. during 1892, the trade to and from it being mostly effected in coasting steamers.

The herring fishing of this district gave a rather precarious Fisheries: result during the past year, whereas the cod fishing was above herring. that of a middling year. The result was as follows:— Cod.

Articles.					Quantity.
Split cod	..	..	..	Tons ..	295
Dried „	..	..	..	„ ..	3
Roe ..	..	..	..	Barrels ..	200
Oil, medicinal	..	..	..	„ ..	270
„ trade	..	..	..	„ ..	120
Herrings	..	..	..	„ ..	1,180

Little or no profit was, however, made by the exporters; for the fish were bought at somewhat high prices, while prices abroad went down.

The number of tourists is increasing. In 1892 Molde was Tourists. visited by about 6,000 persons, and 28 yachts called, in addition to a number of pleasure steamers.

RETURN of Principal Articles of Export from Molde during
the Year 1892.

Articles.	1892.	
	Quantity.	Value.
	Tons.	£
Codfish	295	4,735
Guano	250	1,650
Herrings (salted)	110	815
Oil	22	330
Roe	20	265
Total	697	7,795

RETURN of Principal Articles of Import to Molde during
the Year 1892.

Articles.	1892.	
	Quantity.	Value.
	Tons.	£
Coal	1,950	903
Other articles	327	7,204
Total	1,377	8,107

TABLE showing the Total Value of all Articles Exported from
Molde and Imported to Molde from and to Foreign Countries
during the Year 1892.

	1892.	
	Exports.	Imports.
	£	£
All countries	7,795	8,107
Total	7,795	8,107

RETURN of all Shipping at the Port of Molde in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	1	83	63	40,242	64	40,325
Other countries ...	...	...	4	1,642	4	1,642
Total ...	1	83	67	41,884	68	41,967

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	1	83	23	14,252	24	14,335
Other countries ...	...	...	1	278	1	278
Total ...	1	83	24	14,530	25	14,613

Namsos (Vice-Consul Sommerschild).

The trade of this district with Great Britain increased a little General trade. during the past year, as shown in the Table, but only two British merchant ships visited the port of Namsos.

The principal trade is in timber goods and in the produce of Timber. the fisheries. The quantity of timber (mostly sawn) shipped to foreign countries was 10,785 reg. tons, of which 9,050 tons went to British ports and the remainder to Germany, France, and Belgium. The timber trade was rather depressed, and freights likewise.

No produce of the fisheries was shipped hence to the United Fisheries. Kingdom.

Manufacturing industry is not carried on, except at the Manufactur- sawmills. ing industry.

The imports from the United Kingdom included textiles, Imports. hardware, coal, salt, and a few other articles. Most of the industrial and household articles locally consumed were obtained from the principal Norwegian towns.

The last harvest was a very poor one in this district. Harvest.

Several yachts called at the port of Namsos during last Yachts. summer, and many English people visited this district for sport- ing purposes.

RETURN of Principal Articles of Export from Namsos during the
Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Timber	7,408	18,000	10,785	23,000
Herrings	..	..	40	250
Other articles	..	..	5	60
Total	7,408	18,000	10,830	23,310

RETURN of Principal Articles of Import to Namsos during the
Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Textiles.. ..	5	1,300	5	1,100
Coffee	11	1,000	11	1,000
Coals	2,270	1,425	2,700	2,000
Flour	13	170	17	230
Sugar	30	750	35	800
Salt	..	..	200	125
Other articles	15	1,700	25	1,445
Total	2,344	6,345	2,993	6,700

TABLE showing the Total Value of all Articles Exported from
Namsos and Imported to Namsos from and to Foreign
Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Great Britain	16,400	19,900	2,100	3,000
France	700	700	550	300
Germany	900	1,210	3,000	3,100
Other countries	..	1,500	695	300
Total	18,000	23,310	6,345	6,700

RETURN of all Shipping at the Port of Namsos during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	144	1	996	2	1,140
Norwegian	29	7,010	5	2,024	34	9,034
German	2	486	...	...	2	486
Danish	1	322	...	...	1	322
Total	33	7,962	6	3,020	39	10,982
„ for the year preceding ...	23	5,504	5	1,904	28	7,408

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	144	1	996	2	1,140
Norwegian	28	6,813	5	2,024	33	8,837
German	2	486	...	...	2	486
Danish	1	322	...	...	1	322
Total	32	7,765	6	3,020	38	10,785
„ for the year preceding ...	23	5,504	5	1,904	28	7,408

RETURN of British Shipping at the Port of Namsos in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.		Total Tonnage.		Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.
...	1	1	...	144	1	...	144	...	£ 350

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Number of Vessels.		Tonnage.		Value of Cargoes.
Countries whence Arrived.	With Cargoes.	In Ballast.	Total.	With Cargoes.	Countries to which Departed.	With Cargoes.	In Ballast.	Total.	Number of Crews.
Norway ...	...	1	1	...	Belgium ...	1	...	996	21

Risør (Vice-Consul Finne).

Trade in nearly all branches was in a depressed condition during the year 1892.

Shipping gave unfavourable results, freights having been exceedingly low everywhere.

Timber prices ruled low, and this trade consequently yielded but little profit.

The same was the case with regard to the ice trade, which, however, showed a little increased export.

The export of wood-pulp also increased a little. The whole quantity of wet pulp went to the English market, which took only a small part of the dry pulp. The greater part of this was shipped to France.

TABLE showing Total Value of all Articles Imported at *Risør* during the Years 1891-92 from Foreign Countries.

Country.	Imports.	
	1891.	1892.
	£	£
England	2,870	1,876
Germany.. .. .	1,897	4,142
Sweden	446	1,037
Denmark	503	564
Other countries.. .. .	340	488
Total	6,056	8,107

RETURN of Principal Articles of Export from *Risør* during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Timber	Cub. met.	66,528	£	...	£
Ice	Reg. tons...	...	...	29,056	...
Wood-pulp (dry)	"	4,021	...	4,830	...
" (wet)	"	279	...	472	...
"	"	335	...	200	...

RETURN of Principal Articles of Import to Risør during the
Years 1891-92.

Articles,	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	926	532	1,390	650
Cotton goods	5	692	2	371
Woollen „	4	1,305	4	1,222
Canvas	6	555	3	267
Total	..	3,084	..	2,510

RETURN of all Shipping at the Port of Risør during the Year
1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian	146	47,005	2	72	148	47,077
Swedish	34	443	...	...	34	443
Danish	17	843	...	...	17	843
Dutch	1	125	...	...	1	125
Total	198	48,416	2	72	200	48,488
„ for the year preceding	158	47,164	6	908	164	48,072

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	1	253	1	253
Norwegian	151	54,773	9	4,093	160	58,871
Swedish	27	357	1	208	28	625
Danish	18	855	...	...	18	855
Other countries ...	1	125	1	657	2	782
Total	197	56,115	12	5,271	209	61,386
„ for the year preceding	166	52,718	13	4,834	179	57,552

Skien and Porsgrund (Vice-Consul Franklin).

Trade.

Although depressed in prices, the general trade of this district is increasing yearly.

Shipping.

The subjoined tables show that 31 vessels entered and cleared in 1892, being a little less tonnage than in 1891. This is mainly due to the reduced ice-export in which British ships have hitherto

been principally employed. It will, however, be seen that in 1892, British ships have done more carrying in other branches than in previous years. Of the 31 vessels in question (four with cargoes) 16 loaded ice, 2 timber, 7 copper ore, and 5 pulp, while one of them left in ballast to load at Brevig.

It has been a bad year on the whole. Freights from here to the east coast of Great Britain were, however, during the summer and autumn kept from falling as low as those from other neighbouring ports by the extensive telegraph pole shipments, the British authorities being the receivers of the greater part of those shipments. ^{General shipping interests.}

This has been bad, with reduced exports, except in the case of telegraph poles, a branch that has been satisfactory as the English demand was heavy. ^{Timber trade.}

The export was much smaller than in 1891, and the prices ruinously low. ^{Ice.}

The import continues large and increases yearly. It is chiefly discharged in Skien. ^{Coal.}

After having shipped considerable quantities of ore, the Bratsberg Copper Company has importunately been forced, practically, to close the copper mines, which are British property, and it is not yet known whether or when they will be reopened on the old scale. ^{Copper ore.}

The Loveid Paper Works are now started, and are of great magnitude, probably the most extensive and complete in Europe. ^{Paper-mill.}

Prices have been kept up owing to reduced production and combination still existing among the exporters. The outlook for this trade seems fairly encouraging. ^{Pulp and cellulose.}

From Langesund to Skien the navigation has been, and is being, yearly improved by deepening where the water is shallow, and by the erection of several small lighthouses. It is kept open all the winter by ice-breaking steamers, so that if outside sea-ice does not cause a block this fjord may be looked upon as open all the year round. ^{Navigation.}

Steamers are now monopolising a great portion of the trade from Skien and partly from Porsgrund. In both ports the quickest despatch is given, quite on a par with larger ports. ^{Steamers.}

A line is now in construction connecting the port with Brevig. ^{Railways.}

The crops were those of an average year. There was no export of agricultural products. ^{Agriculture.}

RETURN of Trade in British Ships at the Ports of Skien and
Porsgrund during the Year 1892.

ENTERED.

Direct.			Indirect.			Total.		
Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
17	4,739	149	14	4,686	149	31	9,425	298

CLEARED.

Direct.			Indirect.			Total.		
Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
23	5,247	176	8	4,178	122	31	9,425	298

RETURN of British Shipping at the Ports of Skien and Porsgrund for the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.										Cleared.				
Total Number of Vessels.			Total Tonnage.			Total Number of Vessels.				Total Tonnage.				
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	Total Value of Cargoes.		
1	16	17	305	4,434	4,739	149	...	...	23	5,247	...	5,247		
			£									£		
			...									...		
												176		

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.										Cleared.													
Countries whence Arrived.			Number of Vessels.			Tonnage.			Countries to which Departed.			Number of Vessels.			Tonnage.			Number of Crews.			Value of Cargoes.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	
Norway ...	1	2	3	216	1,465	1,681	Norway ..	4	1	5	2,847	149	2,495	73	...	...	...	...	...	...	...	...	
Germany ...	2	6	8	287	1,605	1,892	France ...	2	...	2	1,361	...	1,398	48	...	...	...	...	...	...	...	...	
Denmark...	...	3	3	...	1,943	1,943	Belgium...	1	...	1	316	...	316	13	...	...	...	...	...	...	...	...	
Total ...	3	11	14	583	4,103	4,686	Total ...	7	1	8	4,029	149	4,178	122	...	...	...	...	...	...	...	...	

Stavanger (Vice-Consul Berentsen).RETURN of Principal Articles of Import to Stavanger during the
Years 1891-92.

Articles.			Quantity.	
			1891.	1892.
Coal	Tons		26,596	42,757
Salt .. .. .	.. .. .		11,681	7,196
Rice .. .. .	.. .. .		123	136
Wheat .. .. .	.. .. .		224	..
Maize .. .. .	.. .. .		..	..
Rye .. .. .	.. .. .		3,901	709
Barley .. .. .	.. .. .		1,802	404
Peas .. .. .	.. .. .		100	66
Flour of wheat ..	.. .. .		1,133	1,042
„ rye .. .. .	.. .. .		236	184
Coffee .. .. .	.. .. .		217	214
Tea .. .. .	.. .. .		3	2
Sugar .. .. .	.. .. .		197	196
Molasses .. ..	.. .. .		381	152
Tobacco .. ..	.. .. .		25	31
Oil .. .. .	.. .. .		291	310
Spirits .. .. .	.. .. .		17	20
Wine .. .. .	.. .. .		51	37
Hops .. .. .	.. .. .		2	4
Cotton .. .. .	.. .. .		15	6
Hemp, flax, jute ..	.. .. .		146	98
Thread .. .. .	.. .. .		10	8
Manufactures—				
Silk .. .. .	.. .. .		2	2
Woollen .. ..	.. .. .		56	39
Cotton .. .. .	.. .. .		95	74
Hemp, flax, jute ..	.. .. .		90	57
Leather .. .. .	.. .. .		12	0.180
Crockery .. .. .	.. .. .		13	17
Petroleum .. ..	.. .. .		254	94
Wool .. .. .	.. .. .		53	53

RETURN of Principal Articles of Export from Stavanger during
the Years 1891-92.

Articles.		Quantity.	
		1891.	1892.
Herrings, cured	Tons	3,039	5,440
" smoked	"	..	136
" in ice or boracic acid	"	..	145
Salmon	"	..	122
Lobster	Number	..	116,848
Mackerel, cured	Tons	435	625
Cod-fish, dried	"	65	64
Fish, game, and preserved meat	"	..	351
Butter, natural	"	24	22
" margarine	"	12	14
Game	"	..	6
Hides	"	..	44
Seaweed (kelp)	"	432	862
Ore	"	..	400
Artificial manure	"	..	1,913
Fish oil	"	72	116
Old metal	"	..	63
Rope work	"	..	56
Ponies	Number	84	3
Sheep	"	1,819	2,102
Marble, crushed	Tons	..	32
" in blocks	"	..	1,290
Anchovies	"	799	1,098
Infusorial earth	"	88	82

RETURN of all Shipping at the Port of Stavanger during the
Year 1892.

ENTERED—SAILING SHIPS.

Nationality.	Number of Ships.			Tonnage.		
	In Ballast.	With Cargo.	Total.	In Ballast.	With Cargo.	Total.
Norwegian	28	100	138	16,040	13,274	29,314
Swedish	...	3	3	...	63	63
Danish	1	5	6	68	524	592
German	...	1	1	...	83	83
Russian	...	1	1	...	222	222
Total	39	110	149	16,108	14,166	30,274

CLEARED—SAILING SHIPS.

Nationality.	Number of Ships.			Tonnage.		
	In Ballast.	With Cargo.	Total.	In Ballast.	With Cargo.	Total.
Norwegian	64	...	101	21,974	3,581	25,555
Swedish	...	37	2	...	30	30
Danish	...	2	1	...	55	55
Russian	1	1	1	222	...	222
Total	65	40	105	22,196	3,666	25,862

ENTERED—STEAMSHIPS.

Nationality.	Number of Ships.			Tonnage.		
	In Ballast.	With Cargo.	Total.	In Ballast.	With Cargo.	Total.
British	...	51	51	...	47,471	47,471
Norwegian	57	207	264	18,380	109,015	127,395
Swedish	2	50	52	...	13,203	13,599
Danish	...	31	31	...	13,220	13,220
Dutch	...	28	28	...	16,460	16,460
German	...	1	1	...	301	301
Total	59	368	427	18,776	199,670	218,446

CLEARED—STEAMSHIPS.

Nationality.	Number of Ships.			Tonnage.		
	In Ballast.	With Cargo.	Total.	In Ballast.	With Cargo.	Total.
British	...	55	55	...	51,534	51,534
Norwegian	64	151	215	36,915	79,908	116,823
Swedish	...	47	47	...	12,479	12,479
Danish	4	24	28	1,789	11,198	12,987
Dutch	2	19	21	1,270	11,145	12,415
Total	70	296	366	39,974	166,264	206,238

Tönsberg (Consular Agent Alf Monsen).

Trade. Trade has been very dull, but we have had no failure amongst our business men.

Freights. Freights have been exceedingly low the whole year round, and the prospects at its close do not promise any improvement. Seamen's wages were about 2*l.* 5*s.*, and they are now about 2*l.* per month for able-bodied seamen.

Shipping. Most of the vessels belonging to this port have been laid up, they will probably continue to be so until the freights improve.

A new steamer has been built for the local trade between Tönsberg and Christiania, and a few old wooden ships have been bought abroad, but almost every kind of shipping has occasioned loss to the owners, except the new steamers, which are said to give a dividend from 4 to 10 per cent.

Imports. As many as 70 vessels arrived from Great Britain, of which 58 brought 12,260 tons of coal, and 272 tons of coke, 225 tons of salt, and 356 tons of barley.

The total number of vessels which entered this port in 1892 was 254.

Exports. The 77 Norwegian vessels that cleared for Great Britain took cargoes of timber, oil, wood-pulp, manure, &c. The total number of vessels cleared was 176 sailing vessels and 68 steamers, measuring 71,109 tons register.

Most of the oil and manure was shipped direct from Finmarken to Great Britain.

Sealing. Twenty-three sealing steamers, measuring 5,825 registered tons, secured 98,786 seals, about 1,900 tons of blubber, 589

bottlenose whales, and 66 Polar bears. Part of the seal oil was sold at Hamburg at 29 marks per 100 kilos., not counting the barrels, and some of the oil has been sold in England at 17*l.* per ton. Most of the skins were sold by public auction in London, but they fetched very low prices. One steamer was sent, in the month of August, to the Antarctic Regions to catch whales and seals. The steamship "Hekla" wintered on the coast of Greenland last year with the Danish expedition, and came back in September, 1892. The ice prevented them from reaching their destination.

Twenty-six whaling steamers, measuring 793 tons register, Whaling. took 1,014 whales on the coast of Finmarken, giving about 3,000 tons of oil, which was sold at 17*l.* per ton (chiefly to England), 1,380 tons of guano, at 5*l.* per ton, and 70 tons finners, at 150*l.* per ton. One steamer did not reach her station. She disappeared on the way, and has never been heard of since.

Ten steamers were also engaged in whale-fishing in the Skagerak during the month of December, but they caught only 14 whales. The weather was very unsettled, and the whales were few and very shy.

The oil factory at Tenvig was burnt down on October 28, but it has been rebuilt, and is now in full activity.

The 61 vessels engaged in the bottlenose whale fishing took 2,367 whales, giving about 2,200 tons of oil, which was mostly sold in London and Glasgow at about 17*l.* per ton.

Herring fishing was pursued in the Skagerak during Novem- Herring. ber and December, and large quantities were taken. Prices varied from 8 kroner to 4 kroner per measured barrel. Salted herrings were shipped to Germany and fresh herrings in ice to England, but all the markets were over-stocked, and only very small profits were realised.

RETURN of Principal Articles of Export from Tönsberg during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Bottlenose oil	1,048	20,972	887	14,879
Seal oil	672	12,454	448	7,616
Whale oil	541	10,379	489	8,068
Pit-props and lumber ..	1,192	2,980	5,287	10,574
Herrings	..	..	406	8,120
Guano	..	..	160	14,400
Other articles	651	5,500	895	7,055
Total	4,104	52,285	8,572	70,712

RETURN of Principal Articles of Import to Tönsberg during
the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal and coke	11,889	5,944	12,541	6,120
Salt	180	135	225	169
Barley	289	2,800	356	3,204
Hemp	146	4,090	165	4,620
Other articles	571	732	90	280
Finners	2	220	7	1,050
Total	13,077	13,921	13,384	15,443

TABLE showing the Total Value of all Articles Exported from
Tönsberg and Imported to Tönsberg from and to Foreign
Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Great Britain	34,269	55,462	6,356	6,289
Denmark	1,347	..	3,020	2,748
Russia	..	..	4,543	4,620
Sweden	830	1,380	279	280
Iceland	3,330	..	..	1,050
Germany	13,066	7,480	933	456
Total	52,832	70,712	15,131	15,443

RETURN of all Shipping at the Port of Tönsberg during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
	...	...	...	...	...	...
British	...	...	...	...	...	...
Norwegian	157	35,686	32	10,432	189	46,118
Swedish	56	640	1	255	57	895
Danish	8	715	...	...	8	715
Total	221	37,041	33	10,687	254	47,728

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	...	...	...	...
Norwegian ...	146	36,828	67	32,948	213	69,774
Swedish ...	20	329	1	255	21	584
Danish ...	10	751	...	...	10	751
Total ...	176	37,908	68	33,203	244	71,109

Tromsö (Vice-Consul Holst).

The past year was for my district (the Prefecture of Tromsö) Trade, almost a year of scarcity, but it was not so bad as in Nordland.

The fishery in Lofoten was very bad, almost nil., but in Senjen Fisheries. and outside this port the fishing was very good in January and February. The weather was fine every day. The fishery in Finmarken was likewise so bad that very-few of the fishermen covered the expense of their outfit.

The summer fishery was of the ordinary kind, and gave little Summer profit in the barter for Russian produce. fisheries.

The herring fishery appears also to have been very bad, but in Herring November and December larger quantities were caught in the fishery. nets. The produce was sufficient for the wants of the farmers and their cattle and the quality was very good, but the quantity was too small to admit of export.

The result of the seal and walrus catch in the Polar Sea was Sealing, &c. very good in quantity, but the prices of hides and oil were so low that few of the vessels could repay the cost of their outfit.

In this industry 32 vessels with 362 men were employed. Whaling. The total catch is valued at about 9,079/. There is only one whaling station in my district. It got 84 whales, with a good result.

For the farmers, 1892 was a very bad year. There was, in Harvest, fact, no summer, and it was always cold and wet. No corn was grown. The potato crop was small in quantity and bad in quality. There was but little hay, so that the farmers were compelled to kill nearly half their cattle.

TABLE showing the Total Value of all Articles Exported from and Imported at Tromsö from and to Foreign Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Great Britain	9,959	6,877	25,503	21,555
Sweden	3,644	8,130	..	..
Germany	22,841	20,856	14,354	11,702
Italy and Spain	6,920	15,108	917	2,450
Russia	9,575	9,965	10,812	10,023
Holland	6,761	7,656	..	..
Other countries	475	886	856	66
Total	60,175	69,478	52,442	45,796

RETURN of Principal Articles of Import to Tromsö during the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Rye flour	925	6,164	707	5,502
Oats and oatmeal	140	1,241	12	170
Petroleum	..	..	29	227
Salt	2,024	2,248	1,864	2,485
Coal	25,082	22,643	25,166	20,133
Beef, salted	50	1,007	14	274
Spirits	14	1,415	15	1,014
Wine	11	72	14	90
Butter	38	2,122	29	1,438
Timber	1,055	1,258	955	1,617
Birch bark	123	731	164	1,363
Other articles	340	13,541	234	11,483
Total	29,802	52,442	29,203	45,796

RETURN of Principal Articles of Export from Tromsö during
the Years 1891-92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Oil	1,441	24,006	1,572	26,203
Stock fish	966	19,389	1,496	24,937
Cod, split			61	848
Sei (coal fish), split	523	4,727	551	5,735
Herrings	427	1,374	930	3,045
Fish, salted	1,789	7,952	1,247	5,544
Guano	163	1,088	12	80
Seal and walrus hides..	31	1,024	109	2,419
Eiderdown	..	190	..	237
Other articles	44	475	20	430
Total	5,384	60,175	5,998	69,478

RETURN of all Shipping at the Port of Tromsö during the Year
1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	..	..	10	7,583	10	7,583
Norwegian	46	5,574	8	3,958	54	9,532
German	2	685	5	2,551	7	3,236
Russian	32	2,109	..	..	32	2,109
Swedish	2	490	1	700	3	1,190
Danish	1	192	..	..	1	192
Total	83	9,050	24	14,792	107	23,842

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	..	..	10	7,583	10	7,583
Norwegian	47	5,592	66	39,590	113	45,182
German	2	685	5	2,551	7	3,236
Russian	30	2,013	..	..	30	2,013
Swedish	2	490	1	700	3	1,190
Danish	1	192	..	..	1	192
Total	82	8,972	82	50,424	164	59,396

Trondhjem (Vice-Consul Kjeldsberg).

- Trade. The trade of this port has naturally been affected by the unsuccessful cod fisheries in the north, the very unprofitable results of the herring fisheries, and chiefly by the almost total failure of the harvest.
- Imports. Nevertheless, the import shows only a slight decrease in quantity as compared with 1891, with the exception of grain and flour, the import of which was much less, owing largely to the large purchases in 1891. The import of bacon (American), salt, and iron shows an increase, respectively, of 790 tons, 3,200 tons, and 450 tons.
- Exports. The total import from Great Britain exhibits a decrease of about 3,400 tons, principally in dyes, clay, soda, bricks, salt, anchors, chains, and rails. There was, however, a larger importation of iron plates.
- Shipping. The exportation was about the same as in 1891 as regards quantity. There was a considerable increase in the quantities of salted herrings, Norwegian and Swedish timber, cellulose-pulp and paper, but a decrease in wood-pulp, oats, and ore.
- Harvest. British shipping shows again an increase in tonnage to the extent of about 6,000 tons as compared with the previous two years.
- Trade with Sweden. As above stated, the harvest in 1892 was, owing to a remarkably low temperature throughout the summer and to a very wet autumn, almost a complete failure, especially with regard to corn. Of hay, the crops seem to have been tolerably sufficient, in some parts sufficient even for exportation.
- Discount rate. The trade with Sweden by rail shows an increase in most articles. The total quantity amounted to 19,552 tons as against 14,095 tons in 1891.
- The bank rate of discount, which during the greater part of the year was $5\frac{1}{2}$ per cent. and 6 per cent., closed at 5 per cent. at the end of the year.

RETURN of Principal Articles of Import to Trondhjem during
the Years 1891-92.

Articles.	Quantity.	
	1891.	1892.
	Tons.	Tons.
Bacon	868	1,655
Grain	16,101	12,838
Flour	3,430	2,791
Rice	420	483
Coffee	1,305	1,320
Sugar	1,557	1,707
Treacle	2,410	1,598
Wine	189	289
Spinning materials	78	45
Yarn	71	76
Cotton goods	122	124
Woolen „	108	96
Hides	114	84
Oil	2,398	2,119
Coal	70,414	70,775
Salt	7,413	10,649
Soda	1,013	206
Iron	2,026	2,499
Rails	512	66
Dye stuffs	276	241
Machinery	..	348
Railway carriages	..	18
Other articles	7,155	6,466
Total	117,930	116,773

RETURN of Principal Articles of Export from Trondhjem
during the Years 1891-92.

Articles.	Quantity.	
	1891.	1892.
	Tons.	Tons.
Fish, fresh	215	179
" dried	112	312
Herrings, salted	1,910	2,958
Cod-liver oil	220	174
Timber, Norwegian	7,670	10,303
" Swedish	23,230	27,938
Ore	27,830	22,036
Copper	296	331
Butter	47	58
Wood-pulp (Norwegian)	2,979	2,135
" (Swedish)	3,832	3,622
Cellulose	1,825	2,335
Oats	2,509	3
Fish guano	122	82
Paper	140	511
Ale	..	1
Nickel	17	8
Game	..	40
Hides	..	77
Hay	..	531
Reindeer horn	..	25
Spirits	..	49
Caraway seed	..	19
Metal	..	90
Other articles	305	..
Total	73,259	73,812

RETURN of Principal Articles of Import from Great Britain to
the Port of Trondhjem during the Years 1891-92.

Articles.	Quantity.	
	1891.	1892.
	Tons	Tons.
Meat	0·2	11
Bacon	373·2	1,228
Cheese	0·4	..
Butter	0·8	..
Rye	202·0	313
Peas	0·1	..
Wheat	0·3	75
Oats	8	21
Coffee	90·1	136
Tea	0·6	1
Sugar	287·7	349
Treacle	2,266	1,842
Oranges	61·6	86
Raisins	21·8	8
Bread	3·4	..
Spirits	10	13
Wine	15·6	16
Spinning materials	38·6	30
Yarn	35·9	85
Silk	0·1	..
Woollen goods	30·7	27
Cotton	93·8	84
Linen	20	14
Hides	6	33
Flour	247	98
Suet	0·3	9
Oils	1,107	1,172
Stearine candles	0·1	1
Soap	7·3	6
Indiarubber	21·5	2
Wooden goods	4·9	6
Dyes	126·3	82
Paper	1	3
Clay	781	501
Coals	70,414	69,997
Salt	1,729	669
Saltpetre	76·8	..
Soda	993	183
Bricks	1,254	121
Pottery	5·4	3
Glass (bottles, &c.)	8·2	6
Iron	1,759	1,755
Copper	26·8	18
Zinc	14·5	13
Lead	62·7	59
Nails, iron	26·4	27
Knives, forks, and scissors	2·1	2
Wire, iron	22·8	18
Tools	32·3	31
Door handles	4·4	1
Rails	463	45
Anchors and chains	180	68
Iron plates	89·5	315
Apples and pears	27·5	39
Vegctables	41·8	49
Total	83,096·5	79,621

RETURN of Principal Articles of Export from Trondhjem to
Sweden by Rail during the Years 1891-92.

Articles.	Quantity.	
	1891.	1892.
	Tons.	Tons.
Bacon and meat	907·5	1,238
Herrings and fish, salted	7,929·5	10,776
Fish, dried	1,814·6	1,604
" fresh	168	..
Cod-liver oil	18·1	3
Grain	476	1,686
Flour	412·4	1,799
Coffee	322	416
Sugar	88·2	148
Salt	184·8	222
Butter and cheese	17·5	19
Nails	162·5	17
Metal	2·7	..
Game	..	2
Coals	232	163
Bricks	42	..
Spirits	9·6	10
Leather	..	16
Hay	0·7	..
Manure	76	126
Potatoes	168·7	248
Soap	..	16
Brimstone	748·8	689
Oil (petroleum)	270·1	207
Paper and pasteboard	11·3	..
Treacle	..	58
Clay, lime, and cement	110·7	..
Rice	..	15
Flax	..	5
Other articles	422·1	69
Total	14,095·8	19,552

RETURN of all Shipping at the Port of Trondhjem during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	71	62,096	71	62,096
Norwegian ...	20	4,371	223	123,201	243	127,572
Swedish ...	...	...	7	4,068	7	4,068
Danish ...	...	...	31	14,683	31	14,683
German ...	2	474	6	2,526	8	3,000
Belgian ...	...	...	2	1,548	2	1,548
Total ...	22	4,845	340	208,122	362	212,967
„ for the year preceding ...	30	6,140	338	200,532	368	206,672

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	...	...	73	63,733	73	63,733
Norwegian ...	23	4,743	224	123,181	247	127,924
Swedish ...	...	...	7	4,503	7	4,503
Danish ...	1	112	31	14,683	32	14,795
German ...	1	102	3	1,279	4	1,381
Belgian ...	...	...	3	1,957	3	1,957
Total ...	25	4,957	341	209,336	366	214,293
„ for the year preceding ...	30	6,018	344	205,021	374	210,934

Vadsö (Vice-Consul Akermund).

The trade of this port was this year much livelier than last. Improved

The quantity of fish caught, as regards the spring and summer fisheries, was considerably larger than during the three preceding years, but the prices fetched were lower than of late. trade. Fishery.

The imports of flour and grain from Russia were a good deal under the usual amount, principally because Russia was not able to compete with the low prices of the same articles in this country. The commercial connection with Finland seems to increase year by year, and is of considerable importance to the district. Trade with Russia. Finland.

The principal articles of import are butter and reindeer venison, and the trade with Finland is carried on almost entirely overland.

Vardö (Vice-Consul Holmboe).RETURN of all Shipping at the Port of *Vardö* during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	2	712	3	2,300	5	3,012
Norwegian ...	9	1,850	7	3,827	16	5,677
Russian ...	130	11,698	...	...	130	11,698
German ...	...	...	...	...	...	...
Danish ...	4	821	...	...	4	821
Swedish ...	...	...	...	...	...	...
Total ...	145	15,081	10	6,127	155	21,208

NOTE.—All the entered vessels cleared outwards.

TABLE showing the Total Value of the Principal Articles Exported from and Imported to *Vardö* from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	19,345	20,556	9,350	9,376
Italy	21,000	9,000	..	..
Russia	22,780	24,690	18,924	31,835
Germany	16,600	9,988	3,185	1,641
Total	79,725	64,234	31,459	42,852

RETURN of Principal Articles of Export from Vardö during
the Years 1892-91.

Countries and Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Great Britain—				
Whale finners	2½	75	9	225
Whale bone	92	870	75	300
Whale oil	1,000	16,700	970	19,653
Guano	340	1,900	..	..
Miscellaneous	7	300	7½	378
Italy—				
Stockfish	1,514	21,000	400	9,000
Russia—				
Stockfish	91½	1,780	57½	900
Salted fish	4,900	20,300	5,300	23,600
Herrings	185	630	51	140
Miscellaneous	12	70	9½	50
Germany—				
Whale and cod-liver oil ..	770	13,800	486	9,414
Guano	680	3,800	86	574
Total	9,594	79,725	7,451½	64,234

RETURN of Principal Articles of Import to Vardö during the
Years 1892-91.

Countries and Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Great Britain—				
Salt	1,060	1,000	2,017	1,571
Coal	9,463	8,000	9,117	7,336
Ironware	7	200	11½	306
Miscellaneous	2	150	2	163
Russia—				
Butter	9	570	6	380
Rye flour	1,328	11,600	2,400	18,750
Wheat flour	6	100	13½	216
Oats, groats	43	600	195	1,969
Meat, salted	42	820	86½	756
Cordage of hemp	15½	680	14½	517
Timber, deals, &c. ..	4,000	2,404	3,701	3,360
Birch bark, cut	121	680	70	506
Pork, salted	7	220	..	..
Salmon, salted	..	..	30	1,167
Cod liver oil	52	600	245	3,675
Miscellaneous	20	650	16	539
Germany—				
Sugar	84	900	24	840
Tea and coffee	¾	75		
Petroleum	19	160	7	121
Cement	760	1,300	..	..
Miscellaneous	15	750	13	680
Total	17,004	31,459	17,919	42,852

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ON THE
TRADE OF NORTHERN KHORASAN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 976.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

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PERSIA.

MESHED.

Consul-General Elias to the Earl of Rosebery.

My Lord,

Meshed, September 3, 1892.

I HAVE the honour to transmit herewith my Report on the Trade of Northern Khorasan for the Financial Year 1891-92, together with Returns of Imports and Exports for the same period.

This Report has been delayed owing to the severe epidemic of cholera which broke out at the commencement of the present Financial Year, and which paralysed business and prevented, for some months, the verification of the information which had been collected during the past year.

I have, &c.
(Signed) N. ELIAS.

Report on the Trade of Northern Khorasan for the Year 1891-92.

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Introduction.

In Persia statistics, especially those relating to trade, are, at all times, most difficult to obtain. The customs are farmed and the object of the farmer is to show either that he has lost by his bargain or that his profits have been exceedingly small. At centres, where an agent of the British Government resides, it is, however, possible, with some care and trouble, to obtain fairly correct returns. The provinces of Khorasan and Sistan comprises territory some 200,000 square miles in extent, and the British Government has no agents or sub-agents at any town in those provinces except at Meshed. At Jam and Daragez there are news-writers, but these men cannot collect statistics. Last year returns of trade were furnished for the whole of Khorasan, but it has since been found that no reliance can be placed on the figures furnished from outlying districts. It has been thought advisable, therefore, this year to give only figures which can to a certain extent be verified, and to exclude all trade except that of Meshed, Kuchan, and Bujnurd. No comparison can be drawn from the figures now given, either between the trade of last year or of this, or even between British and Russian trade, inasmuch as a large amount of trade between Khorasan and India has been omitted, for want of information, whereas nearly the whole of the Russian trade with Khorasan has been shown. The sterling figures of last year also cannot be compared with those of this year, as in the former case the rate was calculated at 34 krans (1*l.*), and now it has been calculated at 38 krans (1*l.*). If the British Government had agents posted at Yezd and Kirman, the whole of the Indian trade with Khorasan could be correctly computed, as all goods pass by those two routes. Until that happens, or until agents of the British Government are posted at the chief towns in Khorasan, it is useless to attempt to furnish information, the greater part of which would be unreliable. At present the figures for Kuchan and Bujnurd are obtained with much difficulty, and it is possible that next year they too may fail. In that case the report will have to be confined to the town of Meshed only, and will have this advantage that it would be fairly correct as to statistics and would contain, in other respects, trustworthy information.

Trade.

British
imports -
Tea.

On the whole, both British and Russian trade has improved.

A larger quantity of both green and black tea was imported. Nearly the whole of the green tea is from China and passes on to Central Asia. The Indian green tea is considered of very inferior quality, and is used only by the Meshed traders to mix with the Chinese tea they dispatch to Merv, Bokhara, &c. Nevertheless about 100,000 lbs. of this tea was imported into Meshed last year. In Persia black tea is almost universally drunk. The favourite tea now is what is called "telái," or golden, and is Assam tea sent from Calcutta. There is another tea also called here Indian black tea, which comes from Kangra via Bombay, and for which there is a good demand.

Indigo

The enormous difference between the figures shown in the last report and this one is partly due to the cause already

explained, viz., that the southern and western districts are not included, and also to the facts that a quantity of the indigo imported in 1890-91 remained on hand, and that the crop in India was exceedingly bad.

The trade in Indian piece-goods increased considerably. A larger quantity was imported, especially of cotton prints, which are greatly in demand. Piece-goods.

The trade in Indian muslins also improved.

Muslin.

Most of these come by post and pay no duty, so it is difficult to estimate the actual value of the shawls imported, but the figures now given are the value of those which are known to have been received. Cashmere shawls.

There was a decrease in the value of Russian sugar imported, probably due to the fact that, all other sugars having been driven out of the market, the Russian Government on May 1, 1891, discontinued the bounty it had hitherto granted on all Russian sugar exported to Khorasan. Russian imports—sugar.

The knowledge that this order was to take effect, caused a great quantity of sugar to be exported in the early part of the year 1891, while much also remained on hand.

There was a decrease in the value of Russian piece-goods imported, because the market had been over-stocked. But there is no doubt that the Russian goods are daily improving. Patterns of English and Indian chintzes are sent from Meshed to Russia, and similar material and patterns are manufactured, so that now it is difficult in many cases to distinguish Russian from British chintz. Piece-goods.

The trade in these articles has increased considerably.

Glassware, &c.

A large amount of these goods did not come near either Meshed or Kuchan, and entered Khorasan by Sarakhs. The value of skins last year should have been 25,000 tumans and not 88,052 tumans. Goods imported from Merv and Bokhara.

Most of these goods do not come near Meshed. The value of carpets and woollen bags last year should have been 4,500 tumans and not 10,000 tumans, and of wool 1,755 tumans and not 6,765 tumans. Afghanistan imports.

There was an increase in the quantity of broad-cloth imported by this long land route, but a distinct falling-off in the value of other goods imported. It is impossible to ascertain correctly the ratio of British, French, Australian and other European goods. Imports via Turkey, Tabreez, and Teheran.

Nearly the whole of the exports, such as opium, saffron, wool, silk, and asafetida, went from the districts and southern Khorasan and did not come near Meshed. A much larger quantity of both wool and cotton, and in fact of the other goods, was exported to Russia. Exports to India. To Russia.

There is very little trade between the town of Meshed and Afghanistan. Exports to Afghanistan.

The value of the foreign goods which passed through Meshed and Kuchan to Afghanistan was 27,899 tumans, and probably four times that amount was exported from Khorasan. Exchange.

Exchange. The value of silver underwent great fluctuations during the year, and is now as low as it has ever been. In last year's report the rate was calculated at 34 krans (1*l.*), this year it has been calculated at 38 krans (1*l.*).

Routes. In the last report it was stated that a camel load of goods could reach Meshed from our railway terminus at Chaman viâ Baluchistan and Sistan in 40 days, whereas a load from Bandar Abbas takes from 75 days to 90 days. Apparently in the former case mule and not camel marches were meant. Supposing the route followed in the former case were by Nushki and Sistan, the distance to Birjand would be about 780 miles, whereas from Bandar Abbas to the same point it is not more than 550 miles; the former road is no better than the latter, there is a desert to cross with no supplies and in some places no water, and there is less safety. For these reasons it is necessary to travel more quickly. Bandar Abbas is really only 40 mule marches from Meshed, but camel caravans take generally from 70 to 90 days on the journey.

Revenue. The revenue of Khorasan and Sistan for the year 1891-92 was 759,839 tumans against 731,672 tumans for 1890-91. The total expenditure was 461,687 tumans, and the amount remitted to Teheran 298,152 tumans. Details are given in the following tables.

Customs.

The customs of Khorasan were farmed this year for 67,000 tumans.

British traders should now pay, according to Treaty, only 5 per cent. ad valorem on goods landed at Bandar Abbas for Meshed, instead of, as formerly, sums amounting to a total of from 7 per cent. to 9 per cent. at the various towns through which the goods passed. This has resulted in great obstruction on the part of the Persian customs officials at Kirman, Yezd, and Meshed, because, the customs being farmed by these men, the loss of the duty which was formerly paid on British goods at those towns has been a personal loss to them. The British traders have suffered much in consequence, and there being no British agent at either Kirman or Yezd, the officials there have been able to exercise almost unlimited tyranny. Although British consignments were provided with "jawazes," or passes, showing that 5 per cent. on their value had been levied at Bandar Abbas and that no more could be taken, these officials did not hesitate to compel all loads to be taken into their custom-houses, where they were frequently opened and duty exacted on them. The "jawazes" were then, in some cases, altered and the goods sometimes detained a fortnight or even longer. These irregularities still continue and will probably continue until a British Consular officer is sent to those places to protect British interests.

Mines.

The turquoise mines were farmed for 11,000 tumans. It is believed that the value of the out-turn has not been much less than 100,000 tumans. The mining corporation has not yet commenced operations in Khorasan. At about 26 miles from Meshed, and near where the cholera camp of the Consulate-General this year was pitched, coal was discovered close to the surface and about half-a-ton was easily extracted. Specimens will be sent to Teheran. It is of good appearance, but very friable.

Population.

There is no possible means of arriving at a correct estimate of the population. It is probably something over 500,000 for Khorasan and 50,000 for Meshed, of which about 8,000 are pilgrims.

British subjects.

Besides the members of the British Consulate-General there were last year 25 registered British subjects (heads of families) in Khorasan; of these 10 are for the most part well-to-do Indian merchants resident in Meshed. There are also 7 or 8 traders constantly passing between India, Meshed, and Bokhara, and a few Hindoos at Khaf.

Russian subjects.

There are about 400 Russian subjects in Meshed, chiefly Armenians and Turks (from Tiflis and Baku). They have about 100 houses and shops.

Landed property.

Landed property rose in value by one-tenth during 1891-92. Several new caravanserais were built, and Russian subjects also built many houses.

Crops.

All the crops were excellent, especially the corn and opium.

The carpet industry.

A few general remarks on the carpet industry in Khorasan may not be out of place in this report:—

(a) Carpets are made all over Khorasan, but the localities where they are specially produced are the city of Meshed, Birjand, and Turshiz.

(b) All Khorasan carpets are "piled" carpets, or "kali," a word that is not applicable to any other kind of floor-cloth.

(c) The different kinds are known sometimes by the different patterns and colours of which they are composed, but usually only by the names of the places where they are produced, such as Kaini, Meshedi, Baluchi, Turshizi.

(d) The carpets of certain localities have always some distinction or superiority over those of other places, and the carpet industry is in a more flourishing condition in some localities than in others.

(e) Though carpets are woven all over Khorasan—not only in the towns and villages, but also in the tents of the nomad tribes—a large proportion are made for the use of the people themselves and not for trade.

(f) At present carpets of fine quality are manufactured for trade in the two districts of Kain and Turshiz, but good carpets are also made in Meshed. For some 10 years past, traders have been in the habit of giving instructions to weavers on the subject of carpets to be exported to foreign countries, and these carpets are said to fetch better prices.

(g) In Kain the authorities and leading men are personally fond of carpets, and as they themselves give instructions to the weavers a very fine class with good patterns and colours is turned out. These are regarded as superior to the Meshed manufacture.

(h) All the different classes of carpets are made in varying sizes. Large ones measure up to 40 feet by $16\frac{2}{3}$ feet, and small ones from 5 feet by $2\frac{1}{2}$ feet up to $6\frac{2}{3}$ feet by $3\frac{1}{2}$ feet. A good quality of carpets measuring 10 feet by $3\frac{1}{2}$ feet, and even smaller, are woven by the nomads, and especially by the Baluchis.

(i) All indigenous dyes used in the manufacture of carpets are obtained from vegetables. Aniline dyes imported from Europe were used formerly in Meshed, but were discontinued when it was found that the carpets containing them did not sell well. Carpets of inferior quality made at Birjand contain anilines, but those of better quality which are made to order do not.

(j) All parts of Khorasan where carpets are made produce wool, but in places such as Meshed, Turshiz, and Kain, where they are made for trade, a portion of the wool required is obtained from neighbouring districts. There is not much difference in the quality of the wool produced by the different districts of Khorasan, but that of the Baluch tribes is reckoned to be the best. The reasons given for this superiority are that most of their sheep are white and that the Baluchis wash their wool better than other tribes.

(k) But Khorasan carpets are not made entirely from wool. The woof is of wool while the warp is cotton. The pile is entirely

of wool, because wool is more durable than any other material. In ancient times silk was occasionally used for the pile, and even now carpets can be made with a silk pile if specially ordered.

(l) The looms used for weaving carpets in towns are always put up indoors; those in the country sometimes indoors and sometimes out of doors. But carpets of the better quality, even in the country, are usually made indoors to save them from the dust. The weavers in the towns are entirely men and boys, those in the country usually women.

(m) As far as is known there is no difference in the methods pursued by the ancient and the modern weaver, and though old carpets are occasionally seen of superior quality to any of modern production, there appears to be no "lost art."

RETURN of Articles Imported into Northern Khorasan viâ Bombay,
Bandar Abbas, and Kirman (or Yezd) during the Year
1891-92.

Articles.	Value.		Remarks.
	Currency.	Sterling.	
	Tumans.	£	
Tea, green	478,760	125,987	501,872 tumans worth passed on to Russian territory (including a large quantity which remained on hand from the year 1890-91).
„ black	80,715	21,241	61,236 tumans worth passed on to Russian territory.
Indigo.. ..	23,440	6,168	400 tumans worth came through Afghanistan, and 13,160 tumans worth passed on to Russian territory.
Sheetings	9,895	2,604	} 11,731 tumans worth passed on to Russian territory.
Longcloth, bleached ..	19,238	5,062	
„ unbleached	6,952	1,829	} 9,034 tumans worth passed on to Russian territory.
Cotton prints.. ..	18,690	4,918	
Muslin	33,845	8,907	29,070 tumans worth passed on to Russian territory.
Turkey-reds	500	132	} 26,047 tumans worth passed on to Russian territory.
Other piece-goods ..	32,610	8,582	
Cashmere shawls ..	5,220	1,374	
Cotton yarn	9,840	2,589	
Velvet.. ..	250	66	
Copper, sheet.. ..	12,956	3,409	
Tin, soft	144	38	
„ sheet	..	..	
Brass, sheet	1,600	421	
China basins, small ..	3,245	854	
Pepper.. ..	6,812	1,793	
Cinnamon	984	259	
Ginger, preserved ..	1,111	292	
„ dried.. ..	185	49	
Coffee	40	11	
Iron	..	..	
Sugar	..	..	
Drugs	2,438	642	
Books	1,845	485	
China and glassware..	..	..	
Glass beads, &c. ..	671	177	
Spices	232	61	
Reeds (pens)	188	49	
Tamarind	214	56	
Miscellaneous.. ..	500	132	
Total	753,110	198,187	

RETURN of Articles Imported into Northern Khorasan from
Russian Territory during the Year 1891-92.

Articles.	Value.	
	Currency.	Sterling.
	Tumans.	£
Sugar	147,437	38,799
Candles	10,421	2,742
Kerosine oil	20,513	5,398
Piece-goods	188,925	49,717
Broadcloth	4,145	1,091
Silk	6,400	1,684
Iron, iron goods, nails, &c. ..	17,858	4,699
Steel	2,347	618
China and glassware	20,147	5,302
Brassware trays, candlesticks, &c. ..	2,384	627
Woollen goods	450	118
Gold lace, &c.	3,150	829
Paper	2,421	637
Glass panes and mirrors	682	180
Brass	1,260	332
„ and other wires	120	32
Lead, zinc, and tin	1,050	276
Sewing machines	450	118
Vitriol	1,396	367
Sal-ammoniac	195	51
Drugs	173	46
Cochineal	2,417	636
Cutlery, haberdashery, fancy goods, &c.	2,095	551
Matches	1,449	381
Aniline dyes	300	79
Leather	6,667	1,755
Hides and skins	6,152	1,619
Cotton yarn	300	79
„ ropes	1,843	485
Sack-cloth	6,162	1,622
Sacks	87	23
Cigarettes and tobacco	323	85
Chairs	514	135
Amber	1,150	303
Miscellaneous	1,866	360
Total	462,749	121,776
Goods imported from Bokhara and Merv—		
Wool	3,986	1,049
Carpets	1,050	276
Camel-hair cloth	1,700	447
Hides	3,890	1,024
Skins	4,992	1,314
Leather	2,165	570
Silk, raw	3,800	1,000
„ piece	2,400	632
Saddle-cloths	35	9
Pumpkin seeds	8,000	2,105
Manna	150	89
Opium	..	..
Miscellaneous	490	129
Total	32,658	8,594
Grand total	495,407	130,370

MESHED.

1

RETURN of Articles Imported into Northern Khorasan via
Turkey, Tabreez, and Teheran during the Year 1891-92.

Articles.	Value.	
	Currency.	Sterling.
	Tumans.	£
Broadcloth	15,050	3,960
Longcloth (bleached)	885	233
Piece-goods and handkerchiefs	51,500	13,553
Matches	600	158
China and glassware	1,200	316
Cutlery, watches, fancy goods, &c.	10,470	2,755
Percussion caps	120	32
Cochineal	40	11
Paper	200	53
Ribbon, silk cord, &c.	240	63
Velvets and velveteens	1,050	276
Silks	1,250	329
Woollen goods	750	197
Glass beads, &c.	2,050	539
Brass sheets	200	53
Total	85,605	22,528

RETURN of Articles Imported into Northern Khorasan from
Afghanistan during the Year 1891-92.

Articles.	Value.	
	Currency.	Sterling.
	Tumans.	£
Postins	1,294	341
Barak	645	170
Carpets and woollen bags	4,800	1,182
Wool	1,685	443
Sheep and lamb skins	7,573	1,993
Pistachios	2,730	713
Silk, raw	1,050	276
Seeds	763	201
Manna	20	5
Opium	3,640	958
Dyes,	1,096	288
Horse clothing	470	124
Miscellaneous	91	24
Total	25,357	6,673

RETURN of Articles Exported from Meshed to India during the
Year 1891-92.

Articles.	Value.	
	Currency.	Sterling.
	Tumans.	£
Turquoises	8,000	2,105
Silk, piece	4,400	1,168
Sheep skins.. .. .	220	58
Opium	9,550	2,513
Total	22,170	5,834

RETURN of Articles Exported from Northern Khorasan to
Russian Territory during the Year 1891-92.

Articles.	Value.	
	Currency.	Sterling.
	Tumans.	£
Wool	244,558	64,357
Cotton	266,395	70,104
Almonds	2,261	595
Corn (wheat, barley, &c.) ..	2,152	566
Dried fruits	8,278	2,178
Tobacco	1,038	273
Shawls	5,975	1,572
Carpets	17,740	4,668
Skins	14,884	3,917
Silk (raw)	1,210	319
„ (piece)	2,770	729
Turquoises	70,000	18,421
Walnuts	644	170
Castor seeds	726	191
Leather	3,412	898
Country cloths and prints..	4,882	1,285
Barak	26	7
Postins	3,934	1,035
Socks	540	142
Cotton shoes	795	209
Saddlery and horse trappings	805	212
Copper utensils	243	64
Copper ore	294	77
Sheep guts	452	119
Henna	1,447	381
Fruits	1,478	389
Asafoetida	366	96
Sour oranges	252	66
Cattle, fowls, eggs, &c..	2,158	568
Miscellaneous	2,305	607
Total	662,020	174,215

RETURN of Articles Exported from Meshed to Afghanistan
during the Year 1891-92.

Articles.	Value.	
	Currency.	Sterling.
	Tumans.	£
Copper utensils	45	12
Country cloths and prints ..	255	67
Turquoises	10,000	2,632
Silk (piece)	1,950	513
Shawls	300	79
Henna	88	23
Earthenware goods	100	26
Miscellaneous	345	91
Total	13,083	3,443
Foreign Goods passing through Meshed to Afghanistan —		
Piece-goods	14,350	3,776
Sugar	11,418	3,005
Iron and steel	446	117
„ manufactures	50	13
Candles	150	40
China and glassware	750	197
Spices	130	34
Cutlery, haberdashery, fancy goods, &c.	300	79
Glass panes and mirrors	103	27
Lead	50	13
Matches	40	11
Kerosene oil	112	30
Total	27,899	7,342
Grand total	40,982	10,785

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ON THE
TRADE OF THE CONSULAR DISTRICT OF RESHT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 113 (p. 10).

*Presented to both Houses of Parliament by Command of Her Majesty,
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P E R S I A.

RESHT.

Consul Churchill to the Earl of Rosebery.

My Lord,

Resht, March 3, 1893.

I HAVE the honour to transmit herewith a Report on Trade in the Province of Ghilan for the year 1891.

I trust to obtain more ample statistics of the imports and exports for my Report for the year 1892. The Persian Financial year closes at the end of this month.

I have, &c.

(Signed) HARRY L. CHURCHILL.

Report on the Trade and Commerce of the Province of Ghilan for the Year 1891.

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Dearth of statistics.

I regret that owing to my absence from Ghilan during the greater part of last year I was unable to collect materials for this report earlier, and also for the absence of detailed statistics of the imports and exports, which I have found it impossible to procure with any degree of accuracy from the customs authorities. The reluctance on the part of these officials to impart exact statistics is explained by two facts: the one being that the customs are farmed, and the farmer, who pays the Persian Government far less than he actually levies in dues, naturally does not wish the actual figures published, which would show the world at large, and the Shah in particular, the amount of his gains; the other reason is that the farmer of the customs himself receives no regular returns from his subordinates, who generally manage to make considerable perquisites at the ports where they levy custom dues.

Improvement.

I am glad to be able to report a general improvement in the trade of this province during late years.

Causes of same.

This improvement has manifested itself in three distinct branches, namely, the growth of the production of rice; the introduction of cigarette tobacco as an agricultural industry, the production of which has steadily increased since the year 1876; and the successful revival of silk culture in the province.

Rice, tobacco, and silk.

Of these three articles the rice, which is the most important item, is mostly exported to Russia. Tobacco and silk are almost entirely consumed in Persia itself. I should, however, add, with the exception of frisons, or refuse silk, which is purchased for the European market.

British apathy.

There are no English firms trading in Ghilan. Messrs. Ziegler and Company, of Manchester, until lately had an agent at Resht but they have apparently entirely abandoned their business here and withdrawn their agent.

I append herewith a list of the weights, measures, and coinage in use in this province.

WEIGHTS, Measures, and Coinage.

WEIGHTS.

4 gandoms or barleycorns	=	1 nokhod or pea.
24 nokhods		1 miskhal.
16 miskhals		1 seer.
40 seers		1 man (Tabreez).*
2 mans (Tabreez) ..		1 man (Shah).
100 " " " " ..		1 kharwar (Tabreez).
200 " " " " ..		1 kharwar (Shah).
120 " " " " ..		1 kharwar (Bunder Abbass).
1 miskhal		76 grains Troy or 4.60 grammes.
1 man (Shah)		13 lbs. (English).
1 pood (Russian) ..		36 lbs. (English).

MEASURES.

16 gerehs	=	1 zer.
1 zer		40 inches (English).
1 farsakh		3½ miles (approximate).

* The words "man" or "batman" are used indifferently.

COINAGE.

20 shahis or 1,000 dinars	=	1 kran.
10 krans		1 tuman.
36 krans		1 <i>l.</i> (English).*
10 krans		2 r. 62 c. (Russian).

* At the time of writing this report the exchange has gone up to between 38 krans and 40 krans per 1*l.*

Silk.

The cultivation of silk in Ghilan is slowly gaining ground. During the last two years Greek specialists have spent much time and labour in making experiments with Professor Pasteur's system of silkworm education in this province. They have so far been successful, and this year the firm under the management of M. Bezanos are putting out a considerable quantity of grain. The system they follow is to give one or two ounces of grain to each owner of a "tilimbar" or native silkworm-rearing establishment. These are worked by the peasants, who divide the cocoons produced into three portions, giving one to the supplier of grain, one to the proprietor of the land, and retaining the third themselves for their labour.

There is a steam spinning establishment at Resht owned by Haji Mohamed Hassan, the late mint-master at Tehran. His looms produce a very fair quality of silk, which is consumed in the country itself and also exported to Marseilles and Moscow.

The bulk of the silk produced in this province in 1891 was 3,200 bales of an average weight of 78 lbs. per bale.

The silk is exported to the following places in the interior of Persia :—

Articles.	Destination.	Quantity.	At per Batman.	Sterling.
		Bales.	Tumans.	£
Spun silk. . . .	Tabreez	1,600	12	32,000
" " " "	Baghdad and Hamadan	700	15	17,500
" " " "	Kashan and Yezd	600	16	16,000
" " " "	Ispahan	300	14	7,000
	Total	3,200	..	72,500

Frison, known as "las" in Persia, are exported to Russia and thence to other parts of Europe. In the year under review 1,810 bales were exported. Each bale of frisons weighs about 180 lbs. The price being on an average 40 krans per batman of 13 lbs., this would make a total of 27,000*l.* for the frisons exported.

Pierced cocoons are boiled and purchased by Shuster and Dizful merchants at 35 krans per man. 6,000 mans are exported at a value of 12,000 tumans (3,300*l.*).

"Kej" is another kind of refuse which is purchased for Baghdad at 10 tumans per man, at a total of 36,000 tumans (10,000%).

Sugar.

Russian
monopoly.

Sugar in two sizes of loaves is exclusively imported from Russia at present, and French sugar has been entirely driven out of the market in Northern Persia.

I append herewith a table showing the prices per batman Shah of 13 lbs. for the year 1891, which shows some fluctuation:—

Month.				Price.	
				Kr.	sh.
1891—					
January to March	..	..	..	4	18
March	..	..	..	5	0
April	..	..	..	5	4
May	..	..	..	5	7
June	..	..	..	5	0
July	..	..	..	4	14
August	..	..	..	4	10
September	..	..	..	4	14
October	..	..	..	4	15
November	..	..	..	5	5
December	..	..	..	5	10

I have already forwarded a special report on the subsequent extraordinary rise of the prices of this article in 1892, but as that would not fall within the period dealt with in this report I refrain from giving details here.

Tobacco.

Cigarette tobacco was first introduced as an agricultural product in Ghilan in 1876. The seed was imported from Samsoun in Turkey. I note from previous commercial reports on Ghilan that, in 1877, 850 cwts. of this tobacco was produced, and fetched 3,952%. In 1878, 6,615% worth was exported to Russia and to the interior of Persia. This was the first time that Resht tobacco was exported. In 1879 I find that 7,976% worth was exported from Ghilan. I can find no further records in the commercial reports regarding this branch of industry.

Cigarette-
smoking
habitual.

It is a noteworthy fact that the introduction of this plant into the northern provinces of Persia has had the effect of introducing the general practice of cigarette smoking into the country. This practice has indeed become so general that even the lowest peasant now goes about with a cigarette case and cigarette paper and makes his own smokes. Until quite recent years only kalians, or hubble-bubbles, and chibouks, or long wooden pipes with red clay

bowls, were used; the former generally by the higher classes, and the latter by the peasantry, labourers, and mule drivers, in fact, people constantly on the move and requiring a more portable apparatus. The chibouk has now been to a very great extent replaced by cigarettes, the tobacco for this purpose being cheaper than the Shiraz tumbekee which is required for kalian and chibouk.

The tobacco grown in Ghilan in 1891 amounted approximately to 28,000 poods, which calculated at an average of 25 krans per pood fetched some 68,000 tumans (18,800*l.*). Destination.

Of these 28,000 poods, 9,000 poods went to Tehran, 9,000 poods went to Tabreez, and 10,000 poods went to other parts of Persia. None is exported to Russia.

The growers sell the leaves wholesale after drying at prices varying from 10 krans to 30 krans per pood.

These are divided into two categories, the first quality being bought at from 20 krans to 30 krans per pood, and the second quality at 10 krans per pood.

The tobacco is then sorted by specialists at Resht and made up into bales for export to the interior of Persia, these bales are sold at from 30 krans to 45 krans per pood.

This tobacco made up into cigarettes is sold at Resht at 8 krans to 10 krans per 1,000 cigarettes.

Stationery.

Writing paper and envelopes are imported from Russia and sold at fairly cheap rates, but are of very inferior quality. Paper and envelopes.

Of other articles of stationery there is but small demand in Persia as each individual carries his supply of stationery in his pocket. The paper being rolled one sheet over another and held tight by a silken band, and the pen is a reed, a supply of which is kept in a long papier-maché pen-case, inside which is contrived a small ink-pot. In this pen-case a mirza, or scribe, keeps a quantity of pens, a penknife, scissors, water-spoon (to add a drop or two of water to the Persian ink when it becomes too thick), pencils, and sealing-wax. A Persian pocket, it will be thus seen, is capacious. Other articles.

The penknife and scissors may be here mentioned as articles coming generally from England or the English articles being preferred when procurable. The reed-pen being very hard requires a very good quality of blade to make and mend. Small flat pocket penknives are the most appreciated; these should be of ivory, bone, or horn, with only two small blades. The name of Rogers is well known in Persia.

Scissors of a special pattern, to fit into the pen-case are made in England and other places in Europe for the Persian market.

I transmit together with this report samples of writing paper, mostly made in Russia, together with a list of the prices obtained at retail in the Resht shops:— Samples of paper.

* Samples forwarded to Paper Makers' Association.—ED.

Description.		Price.	
		Krans	sh.
White foolscap, No. 4	Per 5 quires in packets ..	12	0
Ditto No. 5	Ditto ..	12	0
Foreign note paper, octavo, with lines in water-mark	Per 5 quires ..	1	4
Ditto, with blue lines	Ditto ..	2	5
Blue, with English wrapper	Ditto ..	2	0
Envelopes—			
Octavo in three white	In cardboard boxes of 100 each ..	0	16
Ditto, blue	Ditto ..	1	0
„ white in two	Ditto ..	1	4

If English writing paper and envelopes of a better quality in neat cardboard boxes containing 5 quires and 100 envelopes could be placed on the markets of the north of Persia at cheaper rates there would be a fair demand.

Navigation.

Russian mail service in the Caspian Sea. Once a week in summer.

The Caucasus and Mercury Company is subsidised by the Russian Government to carry the mails in the Caspian. They are also liable to be requisitioned by the Government to transport troops, although there are several Government transport vessels besides.

Fortnightly in winter.

The mails run once a week between Astrakhan, Baku, and Enzelli and back to Astrakhan. A weekly service also exists on the east coast of the Caspian from Astrakhan to Uzun Ada, Chekishlar, Gez, and Meshedi Ser, touching at two or three intermediate ports between Astrakhan and Uzun Ada. This is, however, only during the summer months, when the Volga is open; when that river is frozen—between the middle of November and the beginning of April—there is only a fortnightly service.

Twice a week between Baku and Uzun Ada. Enzelli harbour.

Besides this there is a service twice a week all the year round from Baku to Uzun Ada, the terminus of the Trans-Caspian Railway.

Enzelli being an open roadstead exposed to the north winds, that blow with much force in autumn and winter, is often a difficult port to land at, and it sometimes happens that travellers who have caught the fortnightly steamer at Baku have to return to that place, having been unable to land at Enzelli, and are obliged to spend some 10 days at Baku and make a further attempt on the next journey.

Small coasting steamers.

There are a number of small coasting steamers that lie outside Enzelli harbour, sometimes for days, waiting for calm weather, when, if they are of very light draught, they pass the “bar” and then get into the inner protected harbour of Enzelli, formed by an arm of the Enzelli-Peri Bazar lagoon. Most of the trade between Persia and Russia is carried on by means of these steamers.

I was lately informed that competent Russian engineers had

studied the bar at Enzelli, and reported that it afforded no engineering difficulties to remove. The bottom being mere mud and sand, it could be easily removed by dredging. This would enable the mail steamers to enter the inner harbour at all seasons.

I append herewith a list of all the steamers plying between Persian and Russian ports of the Caspian, together with the names of the companies or owners to whom they belong and the tonnage of each ship.

Meshedi Ser, another Persian port, situated on the coast of Meshedi Ser. Mazanderan, like Enzelli, is an open roadstead, and still more exposed, and consequently more difficult to land at, and, moreover, the bar is more difficult to cross. This place has the advantage, however, of being six easy stages (for mules) to Tehran. A good deal of trade is done with Russia in this place. It is mostly in the hands of Armenian traders. The drawbacks to trade in Meshedi Ser are the above-mentioned bar, often necessitating the cargo to be returned to other ports and there deposited, and the want of repair of the Meshedi Ser-Tehran road. If this road could be properly constructed and made carriageable, and the bar dredged, it should draw all the trade by that route.

There only remain two Persian ports of commercial importance where the mail steamers touch, Astara, on the Russo-Persian frontier, and Gez, the port of Astrabad.

Astara is the port of export for the whole of North-Western Astara. Persia, Azerbaijan in particular. There are two towns by that name, the one being Persian and the other Russian. The frontier is traced by a river. Persian Astara is by far the more important of the two, being the terminus of the caravan route, where much traffic goes on, and numerous warehouses and caravanserais exist for storing merchandise previous to shipping to Russia, and loading for the interior of Persia. The road, however, like all such in Persia, is detestable, and passing over high mountains, narrow defiles, and numerous precipices renders trade in perishable articles, such as glass, crockery, and samovars, somewhat precarious.

Astara is under the Government of the province of Azerbaijan.

Russian Astara is merely a military frontier post.

The port of Gez (or Bander-i-Gez) is the best and only good Gez harbour on the Caspian coast of Persia. It is situated in the Gulf of Astrabad. The channel to it is deep and well buoyed by the Russian Government, who have the military station of Ashurada, on a spit of land commanding the harbour. Ships of the largest size navigating the Caspian are able to enter this harbour in any weather and at all hours of the day or night. The harbour is quite sheltered and can hold any number of vessels. It is far better than any the Russians have on the east coast of the Caspian. The Caucasus and Mercury Company have a hulk and a large barge in this port as a store, the Persian Government having refused to grant permission for them to construct warehouses on shore at Gez. Much trade goes on at this place, mostly in cotton from Persia, principally from Khorassan, and petroleum, sugar, cotton goods, crockery, &c., imported from Russia for consumption in the provinces of Astrabad and Khorassan.

LIST of Steamers on the Caspian Sea Engaged in Traffic between
Russian and Persian Ports.

Number.	Names of Steamers.	Registered Tonnage.	Remarks.
CAUCASUS AND MERCURY COMPANY.			
1	"Grand Duke Alexis"	766·06	These three steamers are quite new. Built in Russia. Numbers 1 to 7 are paddle-wheel steamers engaged in the regular postal service in the Caspian, touching at all the large ports.
2	"Admiral Corniloff"	765·48	
3	"Emperor Alexander III." ..	628·90	
4	"Czarevitch Alexander"	624·44	
5	"Grand Duke Constantine" ..	286·68	
6	"Prince Bariatsky"	174·66	
7	"Grand Duke Michael"	275·90	
8	"Turkmen"	337·50	Numbers 8 to 17 are trading screw steamers — most of the older steamers of this Company are built in England and brought in pieces by the canal system, via St. Petersburg and Nijni and thence are floated down the Volga.
9	"The Armenian"	352·22	
10	"Caspie"	335·00	
11	"Samara"	342·20	
12	"Volga"	276·64	
13	"Kirghiz"	804·88	
14	"Téhéran"	374·64	
15	"Dimitri Milhutin"	212·76	
16	"Prince Gortchakoff"	213·16	
17	"Alexandre"	946·60	
LEBED COMPANY.			
18	"Atrek"	220·08	
MASSISS AND COMPANY.			
19	"Sevan"	330·54	
20	"Massiss"	297·80	
21	"Mouch"	370·18	
22	"Van"	370·18	
DADACHOFF.			
23	"Alesgher"	317·34	Launched 5 months ago.
24	"Oural"	187·74	
KOUSSIS THEOPHILACTOS AND COMPANY.			
25	"Byzance"	94·00	These are Greek merchants dealing mostly in boxwood in Persia. These two ships are English-built.
26	"Greece"	400·00	
27	"Poseidon"	500·00	
M. ACHOUROFF.			
28	"Aslan"	317·70	
29	"Nina"	138·64	

LIST of Steamers on the Caspian Sea Engaged in Traffic between
Russian and Persian Ports—continued.

Number.	Names of Steamers.	Registered Tonnage.	Remarks.
M. MANOZOFF.			
30	"Touman"	355·22	These ships belong to Levnozoff, of the Persian fisheries, and Toumaniantz, an Armenian Persian subject.
31	"Mouhssaga"	621·12	
32	"Alexandre"	289·30	
M. ACHOUMOFF.			
33	"Rossianin"	169·08	
RASSOULOFF AND COMPANY.			
34	"Mahdi"	286·22	
35	"Ephrad"	132·36	
M. MADATOFF.			
36	"Artzah"	234·86	
37	"Iran"	171·84	
YAGOUBOFF AND COMPANY.			
38	"Vera"	228·72	This Company lost a steamer in March, 1892, close to Astara. She had a very heavy deck cargo of cotton on board, and being top heavy, she capsized during a heavy gale, and lost some 300 passengers, mostly labourers from Khal-khal and other parts of Persia.
39	"Tigre"	205·36	
40	"Iriss"	234·90	
41	"Abbass"	380·90	
42	"Armenek"	267·18	
43	"Basile"	158·80	
44	"Raffi"	301·86	
45	"Armenie"	263·44	
46	"Merkur"	256·50	
47	"Michael"	158·32	
48	"Evelina"	507·24	
49	"Englishman"	116·76	
			Most of the ships of this Company are old and some unseaworthy from a Board of Trade point of view.

Public Works.

Public works in Ghilan are represented by a road that was constructed from the village of Peri Bazar, the landing stage after traversing the lagoon of Enzelli to Resht, a distance of 5 miles, and from Resht to Cazreen, and thence to Tehran. This road is used

Roads.

for wheeled traffic as far as Imamzadeh Hashem, 28 miles from Resht. It is, however, as a rule, in a shocking state of disrepair, and is only patched up when a distinguished traveller passes through Resht on his way to or from Tehran, or by express orders from His Majesty the Shah. The road is also in a decent condition when the weather remains dry for a fortnight or three weeks at a time, which, unfortunately, seldom happens.

From Imamzadeh Hashem on to Cazreen the road is not much better than a wide mule track, which becomes dangerous both for man and beast in rainy weather. By a merciful dispensation of Providence, however, rain seldom falls beyond the second stage out of Resht, a place by the Sefeed road called Rustemabad, where houses are no more tiled, as in Ghilan, but have flat mud roofs, and where the rank vegetation of these Caspian provinces ceases abruptly.

Concessions.

A Russian company has a concession from the Persian Government for the construction of a carriageable road from Enzelli to Tehran. The concession is for 10 years, of which two have already elapsed, but I was recently assured on high authority that surveys would be made this spring with this object, and that they were only delayed last year by the cholera.

Telegraphs.

There is a telegraph line worked by the Persian Government between Enzelli and Resht, and from Resht to Tehran.

In dry weather the line works fairly well, but in damp or rainy weather it cannot be counted upon. The reason of this is that the insulators are driven into trees that have branches growing round the hooks and touch the wire, thus intercepting the current; that is, supposing the tree is a large one, but when a large tree is not available a small one is resorted to, which often breaks, or the shaking of the slender tree by the wind, dislodges the insulator or hook on which it is fixed, and the wire trails on the ground. I have often seen the wire right across the high road, which is followed by hundreds of mules, both in Ghilan and Astrabad, thus not only interrupting telegraphic communication, but endangering the lives of the animals and their riders, more especially when the accident happens to occur on the brink of a precipice.

It is not to be wondered at, under these conditions, that telegrams in this country are not received as punctually as in Europe. I know a case, indeed, of a high foreign official telegraphing to Tehran from Europe announcing his intended arrival at Resht in a fortnight. The telegram was received at Tehran the same day by the European line, and immediately despatched to Resht by the Persian line. The fortnight had elapsed and the high official arrived. The telegram was received in the sender's presence 18 days after its dispatch.

I may further add, with regard to telegraphic communication through the Persian lines in this country, that as all messages are received on the instrument by "ear," and no "tape" record is kept, mistakes almost always occur when the message is in cypher, also when figures, such as sums of money, are mentioned, or foreign words or names are transmitted.

A new telegraph line is in the course of construction between New line. Resht and the frontier town of Astara.

RETURN of the Principal Imports in Persia from Baku.

Articles.	Value.
	£
Flour	1,199
Refined sugar in loaves	476,938
Moist sugar	270,563
Cigarettes	172
Vodki	170
Preserves, tinned, &c.	1,974
Lime	119
Iron, in pieces	3,546
„ different kinds	9,032
Naphtha, raw	2,228
Petroleum, refined.. .. .	21,312
Residue of naphtha	695
Chemicals	1,318
Glassware	4,930
Manufactured articles in iron	4,633
Candles	4,498
Total	806,327

RETURN of the Principal Exports from Persia to Baku, and thence to other parts of Russia and Europe.

Articles.	Quantity.	Value.
	Poods.	£
Rice	2,123,378	192,104
Dried fruits	202,185	36,050
Walnuts	..	1,313
Almonds and pistachio nuts	..	12,124
Honey	..	1,426
Dried and fresh fish	..	12,207
Tumbekee	..	1,850
Various kinds of timber	..	2,078
Valuable wood for cabinet-makers, veneering, &c.	..	4,395
Wood for rough carpentering	..	721
Seeds for sowing purposes	..	1,905
Cotton	..	13,446
Flax and hemp	..	1,575
Charcoal	..	6,208
Gums or resins	..	3,315
Dyes or dyed stuffs	..	3,336
Total	..	294,053

STATEMENT of Bazaar Prices.

Articles.		Currency.		Sterling.	Remarks.
		Kr. sh.	s. d.		
Bread	Per batman (13 lbs.)	1 8	0 9½		
Rice (ordinary quality)	Per kuti	7 0	4 0		Rice is sold in Ghilan by the kuti, a measure of capacity—kuti meaning a small box—equal to about 60 lbs. avoird.
Chickens	Each	0 10	0 3½		
Fowls (laying) ...	"	1 7	0 9		
Ducks (wild) ...	"	0 14	0 6½		
" (domestic) ...	"	0 12	0 4		
Pheasants	"	1 10	0 10		
Woodcock	"	0 18	0 6		
Dried fish (large size)	"	0 12	0 4		
" (smaller size)	"	0 8	0 1		
Fresh azad, or salmon	"				
Trout	"	5 0	2 10		
Mutton	Per batman ...	3 0	1 8		
Beef	"	2 0	1 1½		Only poor people eat beef in Persia.
Butter	"	12 0	6 8		
Ghi, or clarified butter	"	12 10	6 11		
Eggs	Per 35	1 0	0 6½		
Firewood	Per 1,000 pieces	30 0	16 7		
Charcoal	Per horse-load	5 0	2 10		
Petroleum	Per pood of 36 lbs.	5 10	3 1		
Candles	Per lb.	1 2	0 7½		
Oranges, sweet	Per 100	3 0	1 8		
" bitter	"	1 10	0 10		
Pomegranates	"	2 10	1 5		
Grapes	Per batman (13 lbs.)	0 8	0 1		Grapes are of a very inferior quality, and when in season are a drug in the market.
Walnuts	Per 1,000	4 0	2 3½		
Mediars	Per 100	0 10	0 3½		
Kishmish, or dried raisins	Per batman ...	3 0	1 8		

AVERAGE Rate of Wages in Resht.

Description.		Currency.		Sterling.		Remarks.
		From—	To—	From—	To—	
		Kr. sh.	Kr. sh.	s. d.	s. d.	
Carpenters ...	Per day...	...	2 10	...	0 1 5	
Masons	"	...	2 10	...	0 1 5	
Labourers ...	"	...	1 0	...	0 0 6½	
Tilers	"	...	1 10	...	0 0 10	
Servants—						
Peeshkhedmets	Per month	30 0	40 0	16 6	1 2 3	
Fanashes ...	"	20 0	30 0	11 0	0 16 6	These are the prices paid by Europeans, but Persians, who usually have a host of retainers, pay on an average 10 krans per servant, and give them 1 kuti of rice besides.
Grooms	"	20 0	30 0	11 0	0 16 6	
Female	"	20 0	30 0	11 0	0 16 6	
Gardeners ...	"	...	30 0	...	0 16 6	

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PERSIA.

REPORT FOR THE YEAR 1892

ON THE

TRADE, &c., OF THE CONSULAR DISTRICT OF
BUSHIRE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1092.

*Presented to both Houses of Parliament by Command of Her Majesty,
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1164. Galveston	$1\frac{1}{2}$ d.	1223. Rome	1d.
1165. Berlin	1d.	1224. Constantinople	$6\frac{1}{2}$ d.
1166. Bordeaux	$2\frac{1}{2}$ d.	1225. Barcelona	$2\frac{1}{2}$ d.
1167. Calais	$2\frac{1}{2}$ d.	1226. Madeira	$5\frac{1}{2}$ d.
1168. The Hague	2d.	1227. Seoul	$1\frac{1}{2}$ d.
1169. Athens	12d.	1228. Chinkiang	1d.
1170. Galatz	$1\frac{1}{2}$ d.	1229. Newchwang	1d.
1171. Guayaquil	1d.	1230. Chungking	$1\frac{1}{2}$ d.
1172. Riga	2d.	1231. Hankow	1d.
1173. Trebizond	1d.	1232. Odessa	2d.
1174. Havre	$2\frac{1}{2}$ d.	1233. Chicago	3d.
1175. Saigon	$\frac{3}{4}$ d.	1234. Taganrog	$2\frac{1}{2}$ d.
1176. Baltimore	$1\frac{1}{2}$ d.	1235. Ningpo	1d.
1177. Brest	1d.	1236. Mannheim	1d.
1178. Buenos Ayres	$\frac{3}{4}$ d.	1237. Dunkirk	1d.
1179. Adrianople	$\frac{3}{4}$ d.	1238. Macao and Timor	1d.
1180. Algiers	$2\frac{1}{2}$ d.	1239. Madrid	$\frac{1}{2}$ d.
1181. Boston	1d.	1240. Port-au-Prince	2d.
1182. Marseilles	$1\frac{1}{2}$ d.	1241. Frankfort	3d.
1183. Warsaw	1d.	1242. Erzeroum	1d.
1184. Piræus	$1\frac{1}{2}$ d.	1243. Palermo	$3\frac{1}{2}$ d.
1185. Callao	1d.	1244. Naples	1d.
1186. Jerusalem	$\frac{3}{4}$ d.	1245. Guatemala	1d.
1187. Chefoo	$1\frac{1}{2}$ d.	1246. Madrid	1d.
1188. Munich	2d.	1247. Gothenburg	2d.
1189. Resht	1d.	1248. Brindisi	$2\frac{1}{2}$ d.
1190. Batavia	$1\frac{1}{2}$ d.	1249. Fiume	2d.
1191. Batoum	$1\frac{1}{2}$ d.	1250. Leghorn	$2\frac{1}{2}$ d.
1192. Tainan	1d.	1251. San Francisco	$5\frac{1}{2}$ d.

No. 1252.

Reference to previous Report, Annual Series No. 1092.

P E R S I A.

BUSHIRE.

Consul-General Talbot to the Earl of Rosebery.

My Lord,

Bushire, May 9, 1893.

I HAVE the honour to submit the Annual Trade Report of this Consular District, together with a separate Report on the Trade of Mohammarah, drawn up by Mr. Vice-Consul McDouall.

I have, &c.

(Signed) A. C. TALBOT.

*Report on the Trade and Commerce of the Consular District of
Bushire for the Year 1892.*

ABSTRACT of Contents.

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*General Remarks.*General
remarks.

The marked decline in the trade of the ports of Southern Persia for the year 1892 as compared with that for the preceding year may be chiefly attributed to three causes, viz., the glutted state of the markets owing to the accumulation of stock referred to in last year's report; the failure of crops owing to scanty rainfall; and the decline in the value of silver. Minor considerations assisted in rendering the commercial state of affairs still more unsatisfactory. A rebellion of the Baharloo Arabs has considerably interfered with the trade of Bunder Abbas, both by reducing the receipts of the people and by preventing the transit of goods to and from that port. The Tobacco Corporation not only disturbed the amicable relations previously existing between Europeans and Persians, but made it impossible for native merchants to do the usual lucrative trade in this article. Added to this previous losses by failures of Persian merchants had shaken credit, and the European firms considerably reduced their transactions in this line of business. The bad harvest, too, affected the export trade, and consequently the shipping interests in reducing the demand for freight, and also considerably diminished the purchasing power of the districts affected. At the beginning of the year there were heavy stocks of all kinds in the interior. While these were being worked off exchange went from bad to worse, so that on nearly every transaction the profits on the sale were made away with by the loss in exchange. It was impossible to rectify this by raising prices in proportion to the fall in silver, for the Manchester market was quoted lower every week, and importers preferred selling in the hopes of replacing their stocks later on at reduced prices. Towards the end of the year, however, a decided improvement set in. Advice from America gave higher quotations for cotton, and there was a sharp rise in Manchester. Prices here then steadily rose, and most people have been in a condition to recoup the losses previously sustained. The growing influence of the Mullahs has not been without its effect upon commerce. It is reported from Ispahan that the inhabitants applied to them for protection against what they considered ill-treatment on the part of European firms when the latter raised the prices of their goods. Meetings of the Mullahs and the merchants were held, and matters were eventually arranged between them.

One cause, calamitous as it was for the districts concerned, has operated favourably for the trade of the southern ports. The epidemic of cholera disorganising trade in the north of Persia, and hindering communication along the routes affected, has caused the wants of Teheran and places further north to be supplied by imports through Bushire.

It is hoped that the depression of trade is temporary only, and that the causes are mainly local. For the figures of the Bahrain trade and the returns of the principal articles of export and import of the ports on the Arab coast of the past year show an increase in the commerce done there.

The outlook for the trade of 1893 is encouraging. Not only have the rains been good, but they have commenced early, and thus enabled a larger area of land than usual to be brought under cultivation. At the time of writing the local harvest is reported to have been the best that the country has seen for the last 16 years. It has been noted that Russian enterprise is endeavouring to open new fields for their commerce by means of the "Société pour le Commerce et l'Industrie en Perse et Asie Centrale." This company, established in Teheran, is said to be looking southward for an extension of their operations, and to be contemplating the opening up of trade from the Black Sea, and through the Suez Canal, with the Persian Gulf.

An important incident in the Persian trade of 1892 is the establishment by the Imperial Ottoman Bank of correspondents in the important towns of Persia.

Imports.

The prohibition against the importation of articles under this heading has possibly been carried into effect with more strictness at Bushire during 1892 than in the preceding year, for the returns now show a total of 25 packages only as against 296 packages for 1891. There has probably been a diminution in their import, but information obtained from the Karun districts make it clear that large quantities of Martini-Henry and other arms and ammunition found their way into Arabistan, probably smuggled through Kuwait, Mohammarah, and Hawaizah. The Arabs inhabiting the banks of the Karun and Diz have large numbers of Martinis, which are only bought when sold with some hundreds of rounds of ammunition.

Business in this article followed the general depression. * High Candles. rates of exchange are reported to have prevented its being remunerative.

When the year opened stocks in the hands of middlemen and retail traders were large, and no new business was, in consequence, entered on. The prices ruling did not rise with the rates of exchange. The demand just before the Persian Nauroz (March 21), always the best season of the year, was scarcely appreciable, and as the "Ramadthan," the month of fasting, approached the bazaars were practically closed. When business was resumed retail traders, unable to dispose of old stock, were naturally unwilling to embark on fresh ventures. In June a little more activity was visible, but prices did not rise to the level required by the adverse exchange, and business again slackened. The markets continued dull till the close of the year, when reports of the failures of the American cotton crop, and consequent advances in Manchester first costs, had the effect of hardening prices. But the advances obtained have not been parallel to the rise in Manchester, nor even to those obtained in the northern markets. A profitable business is usually done by retailers despatching mixed parcels to

agents in the outlying districts, but owing to the discouraging reports and the known scarcity of money, no inclination to venture appeared this year.

An important feature in this trade has been the reported diminution in imports by Europeans and its comparative increase by Persians.

Glass and
chinaware.
Gold lace and
thread.
Indigo

Trade in these articles was neglected.

Trade in this has fallen off, and continues to be dull.

There was a much larger import of this article during the past year, which shows that the native industry of printing and dyeing, which has hitherto been languishing owing to the competition of Manchester, is reviving.

Metals.

The trade in copper has been dull and without fluctuations. The bazaar people, unwilling to pay higher prices, bought only for immediate requirements, and as the price of this metal kept at about the same level in Europe during the whole of the year, there was hardly any speculation. There was a considerable decline in the import of rod-iron and bar-iron during the year.

Sugar.

Owing to the outbreak of cholera in Russia, and the consequent closing of the trade routes in the north of Persia, there was a brisk demand for Marseilles loaf sugar, and large orders were sent to Marseilles, whence the sugar was shipped to the Gulf and forwarded to the interior of Persia via Bushire, Basrah, and Baghdad. Later on the imports increased to such an extent that mule-hire from Bushire to Shiraz, 167 miles distant, rose to 1·20 krans per maund, or one-third of the value carried. Stocks of sugar in the south are now very large, and prices are declining. The extraordinary rise in the prices seems to have attracted the attention of Russian refineries, and importations of Russian loaf sugar in Tehran are reported. It is said that the Marseilles loaf sugar will in future compete successfully with the Russian article, which may have to recede from the Tehran market, if not further north. Mauritius sugar was also imported in large quantities.

Tea.

This article continues to be imported in large quantities, India and Java being the principal suppliers.

Exports.

Almond
kernels.

The Sicily crop having been large, prices in the home markets ruled low as compared with those at the beginning of 1890, but local prices did not decline to the same level. The business in this article during the past year was chiefly restricted to native merchants, who bought for the Bombay market, European firms exporting only a very limited quantity to London. The trade in this article fell off during 1892.

Cereals.

Owing to scanty rainfall the harvest was very poor, and yielded barely sufficient for local requirements. Export, therefore, was impossible; and at the end of the year prices were so high that several cargoes of barley and wheat had to be imported from Basrah and India. The little that was exported at the commence-

ment of the year belonged to the previous year's stock. It is said that much of the dissatisfaction that prevailed among the inhabitants last year was engendered by dearth and the general depression in trade.

Owing to the dulness in foreign markets a limited area was Cotton. cultivated, and what little was grown was partly destroyed by locusts. When, therefore, a demand arose in the English markets, owing to the failure of the American cotton crop, Persia was only able to dispose of its old stocks. Persian cotton is shipped to Bombay, where it is used for mixing with other kinds. Direct trade with Europe is hardly ever remunerative. The business in this article was solely confined to the Persians. A smaller quantity than usual was planted in the south of Persia, and exports were on a reduced scale.

Exports of this article to India and London increased in 1892. Gum. There was a good demand the whole season. The export is chiefly to India, whence it is said to be re-exported to Europe.

The demand for this article, in which every well-to-do Persian Opium merchant likes to invest a good part of his capital, was not in great demand in Europe or in China, and prices obtained in Hong-Kong and London were low. At the end of the year higher quotations were telegraphed from China, and some good business was done by holders of stock, but prices have again come down to their former level, and business is now dull.

A large quantity of shells were gathered along the Persian Shells. coast, but were much inferior to the ordinary sort usually sent.

As mentioned in the report for last year, the Imperial Tobacco Tobacco. Corporation of Persia has had to stop its operations. But as the Corporation had previously purchased large quantities of the tobacco of the country: exports for native account have been very small. These, however, are now on the increase.

Export of wool took place on about the same scale as last year. Wool.

Miscellaneous.

There was a continued rise in the rate of exchange, the value Exchange. varying from 36 krans per 1*l.* at the commencement of the year to 40½ krans at its close. This was in conformity with the Bombay-London rates, which ranged roughly between 1*s.* 4¼*d.* and 1*s.* 2¼*d.* per rupee.

These ruled very low and are the best criterion of the contem- Freight. poraneous condition of trade. During 1891 freights varied from 1*l.* 7*s.* 6*d.* to 1*l.* 16*s.* During the year under report they hardly ever exceeded 1*l.* 10*s.*, while they declined to as low a figure as 15*s.* from Basrah.

The available tonnage for London was in excess of the demand, although several steamers which usually loaded to and from the Gulf sought employment elsewhere. It is improbable that there will be much improvement until the new harvest is ready for shipment.

Mule hire.

A most important item in the trade of Persia, especially in the import branch, is the rate for which transport for mule caravans can be secured. The year opened with a quotation of 55 krans per 100 Tabriz maunds* to Shiraz,† and this steadily declined till, towards the beginning of April, the rate stood at 38 krans, and this rate continued with a rise of up to 5 krans until October. Transport then rose to 52 krans and again 62 krans. The year closed with a quotation of 80 krans.

Petroleum.

The Imperial Bank Mining Rights Corporation have not apparently been successful at Daleki, and although a depth of 1,600 feet is said to have been reached no oil has been found. It is said that the boring there will be stopped, as it would hardly pay to raise the mineral from so great a depth, if any should be subsequently tapped. This Corporation has also started boring at the Island of Kishm. The opinion of the people on the spot, however, seems to be that the chances are against success. Local demand continues to be met from Russia only.

Annex 1.—RETURN of Principal Articles of Export from
Bushire during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Animals, horses	Head	487	£ 4,566	346	£
" donkey	"	...	...	1	3,711
Cattle	"	15,000	1,375	10,000	1,429
Cotton, raw	Cwts.	31,350	43,563	44,449	55,491
Cotton goods	Packages	328	4,086	202	3,250
Dates	Cwts.	11,470	2,546	6,909	1,515
Drugs and medicines	"	1,203	1,659	824	1,581
Dyeing and colouring materials	"	1,526	511	1,418	966
Fruit and vegetables	"	22,300	26,763	21,013	31,841
Grain and pulse	"	37,416	8,283	241,498	69,381
Gum...	"	22,053	13,573	17,016	8,906
Hides and skins	Packages	1,989	9,945	...	...
Opium	Cwts.	...	...	1,105	5,800
Pearls	Chests	5,417½	338,594	4,795	342,500
Perfumery (rosewater)	"	...	313	...	2,464
" "	Cases	9,502	...	9,089	...
Provisions and oilman stores	Carboys	11,794	7,809	11,506	12,298
Seeds	Packages	5,557	12,522	2,957	3,951
Shells, mother-of-pearl	Cwts.	9,929	2,544	11,213	2,922
Silk, raw	Packages	11,291	19,053	...	...
" "	"	282	5,722	...	...
Tobacco	Cwts.	...	...	309½	11,268
Wool...	"	36,250	38,418	28,936	33,006
Woolen goods (carpets)	"	4,618	6,122	7,606	14,551
" "	Packages	392	17,711	...	...
Other articles	Cwts.	...	...	216	11,368
" "	"	...	5,533	...	12,914
Total			571,816		631,113
Specie			59,064		50,086
Grand total			630,870		681,199

* Of 7½ lbs. each.

† A distance of 167 miles.

**Annex 2.—RETURN of Principal Articles of Import into
Bushire during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Arms and ammunition ...	Packages ...	25	195	296	2,831
Candles ...	Cwts. ...	364	727	981	2,747
Coffee ...	" ...	581	3,069	489	2,339
Cotton goods ...	Packages ...	32,463	628,970	37,706	808,000
Thread and twist ...	" ...	387	7,321	432	7,425
Drugs and medicines ...	" ...	4,805	10,593	3,873	8,112
Dyeing and colouring materials ...	" ...	698	982	370	718
Fuel ...	Tons ...	2,954	3,078	2,237½	3,086
Glass and glassware ...	Packages ...	2,348	4,269	2,645	5,439
Gold lace and thread ...	" ...	41	3,012	10	571
Grain and pulse ...	Cwts. ...	10,664	3,020	5,118	1,696
Hardware and cutlery ...	Packages ...	408	2,218	495	4,976
Indigo ...	Cwts. ...	8,117	32,468	2,379	28,321
Jute, manufactures of ...	Packages ...	637	2,745	1,111	6,403
Lampware ...	Cases ...	182	2,275	...	...
Liquors, wines, and spirits ...	Packages ...	1,988	2,345	2,379	3,161
Metals ...	Cwts. ...	41,286	54,758	68,723	132,611
" manufactures of ...	Packages ...	2,399	14,168	940	4,104
Oil ...	Cwts. ...	7,664	3,755	8,807	4,763
Pearls ...	" ...	...	...	...	1,571
Porcelain and chinaware ...	Packages ...	1,192	8,035	1,411	14,127
Provisions and oilman stores ...	" ...	7,158	4,471	8,069	2,864
Silk, and manufactures of ...	Cases ...	11	925	...	...
" " ...	Packages ...	...	...	43	4,100
Spices ...	Cwts. ...	8,344	13,690	7,125	13,566
Stationery ...	Packages ...	352	2,690	119	2,129
Sugar, loaf ...	Cwts. ...	55,606	69,363	6,977	19,936
" soft ...	" ...	72,619	69,555	34,062	30,704
Tea ...	" ...	7,308	49,669	9,729	68,100
Timber and wood ...	" ...	...	4,040	...	1,803
Woollen goods ...	Packages ...	101	4,831	267	18,144
Other articles ...	" ...	...	16,293	...	18,476
Total ...	...	...	1,023,470	...	1,222,823
Specie ...	...	...	6,445	...	11,525
Grand total ...	...	...	1,029,915	...	1,234,348

**Annex 3.—TABLE showing the Total Value of all Articles
Exported from and Imported into Bushire from and to
Foreign Countries during the Years 1892–91.**

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	70,657	123,709	563,788	852,555
Other European countries	329	4,689	66,908	22,758
British India and Colonies	131,273	171,347	371,754	328,820
Egypt	30,431	18,711	617	1,005
Turkey	67,652	44,276	8,016	1,463
Asiatic Russia (Batonm)	..	..	3,125	..
Muskat and Dependencies	864	2,410	1,425	1,519
Bahrain and other Maritime States in the Gulf	5,759	2,621	1,209	2,109
Zanzibar	1,175	786	866	97
China	307,582	299,643	6,486	14,129
Total	615,728	678,192	1,024,144	1,224,455

**Annex 4.—RETURN of all Shipping at the Port of Bushire
during the Year 1892.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	25	3,000	126	131,590	151	134,590
Persian	119	4,940	...	...	119	4,940
Turkish	40	2,800	1	800	41	3,600
Arabian	30	1,500	...	...	30	1,500
Muskat	8	1,200	...	...	8	1,200
Total	222	13,440	127	132,390	349	145,830
„ for the year preceding ...	84	6,100	142	146,801	226	151,901

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	25	3,000	126	121,076	151	124,076
Persian	117	4,780	...	...	117	4,780
Turkish	40	2,800	1	800	41	3,600
Arabian	30	1,500	...	...	30	1,500
Muskat	8	1,200	...	...	8	1,200
Total	220	13,280	127	121,876	347	135,156
„ for the year preceding ...	84	6,100	138	145,393	222	151,493

**Annex 5.—RETURN of Principal Articles of Export from Shiraz
during the Years 1891–92.**

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
Animals	Head ... 660	£ 9,900	...	£ 35,614
Cotton, raw... ..	Bales ... 39,520	64,220	...	...
Drugs and medicines	Packages ... 135	288	30,000	42,857
„ „ „ „ „ „	Bundles ...	...	...	...
„ „ „ „ „ „	Packages ...	...	500	1,143
Dyeing and colouring materials	...	...	50	214
Fruits and vegetables	Bundles ... 10,200	11,062	...	...
„ „ „ „ „ „	Packages ...	...	21,000	67,714
Gum	Bundles ... 480	440	...	...
„ „ „ „ „ „	Packages ...	...	500	1,429
Hides and skins	Bundles ... 380	1,796	...	...
„ „ „ „ „ „	Pieces ...	...	240,000	13,714
Opium	Chests ... 6,700	286,000	5,100	250,500
Perfumery (rosewater)	Cases and carboys... 8,200	1,900	...	...
„ „ „ „ „ „	Cases ...	...	4,000	3,429
Seeds	Bundles ... 1,275	628	...	...
„ „ „ „ „ „	Packages ...	...	3,500	2,500
Silk, raw	Bundles ... 70	2,625	...	...
„ „ „ „ „ „	„ „ „ „ „ „	40	2,000	...
Tobacco	Bags ... 8,500	63,750	25,000	28,572
Wool	Bundles ... 950	17,812	...	...
„ „ „ „ „ „	Packages ...	...	300	857
Woolen goods (carpets)	„ „ „ „ „ „	490	500	14,286
Total	...	461,911	...	462,829

Annex 6.—RETURN of Principal Articles of Import into Shiraz
during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Arms and ammunition ...	Cases ...	50	£ 1,250	...	£ ...
Candles ...	" ...	5,000	2,375	4,000	2,286
Coffee ...	Packages ...	250	1,125	...	...
" ...	Bundles ...	...	...	300	571
Cotton goods ...	Packages ...	46,010	575,187	48,000	685,714
Thread and twist ...	Bales ...	200	1,500	1,500	6,429
Drugs and medicines ...	Packages ...	455	943	300	428
Glass and glassware ...	Cases ...	150	1,500	1,400	4,143
Gold embroidered cloth ...	Pieces ...	2,500	2,187	600	3,428
Gold lace and gold thread ...	" ...	...	1,375	...	2,429
Hardware and cutlery ...	Cases ...	70	437	...	514
Indigo ...	Bundles ...	850	23,375	90	...
" ...	Cases ...	...	...	250	5,000
Liquors, wines and spirits ...	Packages ...	280	2,450	...	...
Metals ...	" ...	...	65,012	...	41,429
Oil (kerosine) ...	Cases ...	4,000	1,812	1,500	643
Porcelain and chinaware ...	" ...	1,500	6,000	1,500	6,000
Silk, manufactures of ...	Pieces ...	...	...	1,500	5,357
Spices ...	Packages ...	3,900	9,750	2,700	5,400
Sugar, loaf ...	Cases ...	42,000	89,250	22,000	39,286
" crushed ...	Packages ...	36,000	54,000	30,000	42,557
Tea ...	Cases ...	...	...	...	...
Woollen goods ...	Bundles ...	4,250	19,375	2,000	10,286
All other kinds not mentioned above ...	" ...	71	11,557	...	13,427
		...	1,170	...	...
Total ...		...	872,160	...	875,621

**Annex 7.—RETURN of Principal Articles of Export from
Lingah during the Years 1892-91.**

Articles.			1892.		1891.	
			Quantity.	Value.	Quantity.	Value.
				£		£
Apparel, wearing ...	Pieces ...	...	5,400	843	5,800	1,036
Books and printed matter ...	Cases ...	...	25	625	...	...
Canvas (country) ...	Cwts. ...	...	1,100	3,437	1,140	4,071
Cattle ...	Head ...	...	4,000	625	...	...
Cocoanuts ...	Cwts. ...	...	770	625	...	...
Coffee ...	" ...	...	3,500	10,437	5,285	22,650
Coir and coir rope ...	" ...	...	1,375	1,031	1,833	1,571
Cotton goods ...	Bales ...	...	3,800	82,337	4,212	85,714
Thread and twist ...	Cwts. ...	...	1,125	2,531	1,238	3,173
Dates ...	" ...	...	42,000	5,312	27,500	3,929
Drugs and medicines ...	" ...	...	3,200	1,508	3,750	2,143
Dyeing and colouring materials ...	" ...	...	4,000	1,625	4,000	1,429
Fruits and vegetables ...	" ...	...	3,240	2,625	3,833	3,286
Fuel ...	Tons ...	...	4,000	1,750	3,987½	2,250
Furniture ...	...	...	...	750	...	1,071
Grain and pulse ...	Cwts. ...	...	123,000	43,250	92,550	38,321
Hardware and cutlery ...	Cases ...	...	54	843	63	1,108
Hides and skins ...	...	...	...	1,281	...	1,143
Jute, and manufactures of ...	Cwts. ...	...	1,200	1,350	833	714
Lemons, dry ...	" ...	...	...	...	1,170	1,003
Mats ...	Pieces ...	...	...	...	28,000	800
Metals ...	Cwts. ...	...	1,960	2,100	2,550	3,186
" manufactures of ...	" ...	...	350	787	430	1,036
Oils ...	" ...	...	4,298	2,562	6,700	4,214
Pearls ...	...	...	...	303,125	...	292,500
Perfumery ...	...	...	...	675	...	1,321
Porcelain and chinaware ...	Cases ...	...	220	687	280	1,000
Provisions and oilman stores ...	...	...	...	4,312	...	4,643
Salt ...	Tons ...	...	2,700	843	2,000	857
Seeds ...	Cwts. ...	...	611	687	711	914
Shells, mother-of-pearl ...	" ...	...	7,040	9,200	3,960	7,071
Silk, raw ...	Lbs. ...	...	1,000	825	1,100	766
" manufactures of ...	" ...	...	...	1,343	...	1,829
Spices ...	Cwts. ...	...	2,800	4,408	3,090	5,500
Sugar candy ...	" ...	...	650	731	783	839
" loaf ...	" ...	...	...	...	5,800	5,893
" crushed ...	" ...	...	3,647	3,875	3,862	8,714
Tallow ...	" ...	...	550	825	555	714
Tea ...	Cases ...	...	149	625	240	857
Tobacco ...	Cwts. ...	...	1,900	1,250	13,000	9,286
Timber and wood ...	...	...	...	1,875	...	2,857
Woollen goods ...	Bales ...	...	68	5,000	80	5,714
All other kinds not mentioned above ...	...	...	...	7,321	...	8,950
Total ...	...	...	...	476,237	...	549,099
Specie ...	...	...	...	191,875	...	207,143
Grand total ...	...	...	...	668,112	...	756,242

**Annex 8.—RETURN of Principal Articles of Import into
Lingah during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals	Head ...	...	...	304	864
Apparel, wearing	Pieces ...	6,500	1,009	7,600	1,514
Books and printed matter	Cases ...	50	703	67	1,179
Building materials (cement)	Tons ...	5,000	625	6,000	1,205
Candles	Cases ...	1,250	625	1,360	777
Canvas (country)	Cwts. ...	1,300	4,062	1,600	5,500
Cattle	Head ...	10,000	1,875	12,000	3,000
Cocoanuts	Cwts. ...	800	712	945	974
Coffee	" ...	3,750	11,718	7,200	30,857
Coir and coir rope	" ...	2,000	1,500	2,600	2,143
Cotton goods	Bales ...	3,980	91,937	5,150	111,250
Thread and twist	Cwts. ...	1,900	4,275	2,163	5,636
Cotton, raw	" ...	590	653	783	786
Dates	" ...	60,000	7,812	45,000	7,648
Drugs and medicines	" ...	4,200	2,100	5,100	2,950
Dyeing and colouring materials	" ...	6,000	2,250	6,700	2,393
Earthenware	" ...	...	750	...	1,000
Fruits and vegetables	Cwts. ...	5,000	4,056	5,308	4,550
Fuel	Tons ...	12,800	5,600	10,500	6,000
Furniture	" ...	...	1,187	...	1,500
Gold embroidered cloth	Pieces ...	240	750	300	1,071
Gold lace	Lbs. ...	550	687	670	957
Grain and pulse	Cwts. ...	159,750	56,100	154,350	59,714
Hardware and cutlery	Cases ...	80	1,250	100	1,786
Jute, and manufactures of	Cwts. ...	425	684	500	1,250
Leather, and manufactures of	" ...	...	1,625	...	1,643
Lemons, dry	Cwts. ...	1,500	1,687	1,750	1,600
Mats	Pieces ...	30,000	750	88,750	1,107
Metals	Cwts. ...	3,000	3,125	4,000	4,429
" manufactures of	" ...	500	1,087	630	1,500
Oils	" ...	5,500	3,652	8,333	3,714
Pearls	" ...	...	303,750	...	308,214
Perfumery	" ...	...	987	...	2,000
Porcelain and chinaware	Cases ...	300	987	400	1,429
Provisions and oilman stores	" ...	...	7,250	...	7,714
Salt	Tons ...	3,900	1,218	2,850	1,214
Seeds	Cwts. ...	800	912	1,155	1,486
Shells, mother-of-pearl	" ...	6,600	8,650	4,400	7,214
Slk, raw	Lbs. ...	1,500	937	1,700	1,214
" manufactures of	" ...	...	1,981	...	2,900
Spices	Cwts. ...	3,600	5,625	4,500	8,036
Sugar candy	" ...	800	900	1,050	1,125
" loaf	" ...	500	656	1,800	1,929
" crushed	" ...	5,250	5,578	6,000	5,785
Tallow	" ...	1,000	1,500	833	1,071
Tea	Cases ...	250	906	800	1,071
Tobacco	Cwts. ...	2,700	1,750	15,700	11,357
Timber and wood	" ...	...	2,750	...	4,200
Woollen goods	Bales ...	90	6,375	150	7,536
All other kinds not mentioned above	" ...	...	4,515	...	5,907
Total	...	...	572,083	...	648,695
Specie	...	...	200,000	...	252,500
Grand total	...	...	772,083	...	901,195

Annex 9.—TABLE showing the Total Value of all Articles Exported from and Imported into Lingah from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	8,300	5,000	..	..
British India and Colonies	341,962	378,064	303,438	372,808
Turkey	34,990	50,846	..	22,625
Muskat and Dependencies	8,568	10,293	31,365	69,407
Bahrain and other Maritime States in the Gulf	231,571	201,496	264,675	274,254
Zanzibar	612	629	693	1,582
Total	626,003	646,323	600,171	740,676

Annex 10.—RETURN of all Shipping at the Port of Lingah during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	172	14,250	80	152,000	252	166,250
Persian	256	11,825	...	...	256	11,825
Arabian	240	5,800	...	...	240	5,800
Muskat	80	3,400	...	...	80	3,400
Turkish	56	4,550	2	2,600	58	7,150
Others	5	300	...	...	5	300
Total	809	40,125	82	164,600	891	194,725
„ for the year preceding ...	1,077	54,100	81	153,800	1,158	207,900

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	142	12,000	80	160,000	222	172,000
Persian	211	10,150	...	...	211	10,150
Arabian	180	4,800	...	...	180	4,800
Muskat	70	2,600	...	...	70	2,600
Turkish	39	3,400	2	2,600	41	6,000
Others	2	160	...	...	2	160
Total	644	33,110	82	162,600	726	195,710
„ for the year preceding ...	947	46,700	86	171,800	1,033	218,500

**Annex 12.—RETURN of Principal Articles of Import into Bunder
Abbas during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Donkeys	Head ...	400	£ 1,000	1,000	£ 3,572
Books and printed matter ...	Packages ...	56	375	...	...
Building materials ...	Rafters ...	6,000	156	...	...
Candles	Cases ...	1,327	664	...	...
Cocoanuts	Number ...	3,000	94	...	...
	Robbins ...	55	...	...	...
Coffee	Cwts. ...	154	687	474	2,234
Coir and coir rope ...	" ...	100	63	...	...
Cotton goods	Bales ...	4,568	90,650	9,750	222,304
Thread and twist ...	" ...	2,094	21,506	4,818	28,164
Drugs and medicines ...	Packages ...	184	719	...	...
	Cwts. ...	...	...	1,232	1,065
Dyeing and colouring materials	Cases ...	31	615	...	...
Furniture	" ...	...	324	...	1,020
Gold embroidered cloth ...	Packages ...	7	231	...	...
	Pieces ...	...	...	200	714
Grain and pulse ...	Cwts. ...	30,845	6,464	11,239	3,900
Hardware and cutlery ...	Cases ...	207	1,312	235	1,773
Indigo	Cwts. ...	1,201	5,405	3,400	22,100
Jute, and manufactures of ...	Bundles ...	509	1,272	...	...
	Bales ...	...	...	330	1,512
Liquors, wines, and spirits	Cases ...	275	172	227	1,143
Mat bags	Number ...	3,000	45	...	...
	Bundles ...	...	...	1,250	893
Metals	Cwts. ...	3,708	1,470	9,442	12,984
Manufactures of ...	Packages ...	8	25	...	...
Oils	Cases and	...	...	...	...
	Casks ...	885	253	...	...
	Cases ...	...	...	2,000	571
Perfumery	" ...	23	144	...	...
Porcelain and chinaware ...	" ...	439	719	960	1,714
Provisions and oilman's stores	Cwts. ...	3,532	2,944	6,467	774
Silk, raw	Cases ...	3	115	...	...
Manufactures of ...	" ...	8	678	...	...
	Bundles ...	...	...	15	1,429
Spices	Cwts. ...	350	688	7,165	9,319
Stationery	Cases ...	16	50	15	107
Sugar candy	Cwts. ...	510	467	700	1,000
leaf	" ...	6,827	3,631	3,813	4,086
crushed	" ...	17,727	16,363	22,190	19,052
Tea	" ...	32,012	104,787	28,668	98,670
Tobacco	Packages ...	300	188	...	...
	Bundles ...	...	...	1,500	1,607
Woollen goods	Packages ...	26	813	...	...
	Bundles ...	...	...	9	643
All others	" ...	...	3,084	...	4,698
Total	...	...	273,223	...	446,898
Specie	...	...	5,436	...	18,572
Grand total	...	...	278,659	...	465,470

Annex 13.—TABLE showing the Total Value of all Articles
Exported from and Imported into Bunder Abbas to and from
Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	1,712	129	9,375	1,189
Other European Countries	..	..	8,680	800
British India and Colonies	170,938	145,959	259,060	438,126
Egypt	3,125	2,979	..	..
Turkey	3,062	7,447	..	7,357
Muskat and Dependen- cies	2,188	9,450	1,156	8,429
Bahrain and other Maritime States in the Gulf	1,562	6,000	232	6,071
Zanzibar	..	71	156	143
China	37,300	90,514	..	..
Total	219,887	262,549	278,659	461,615

Annex 14.—RETURN of all Shipping at the Port of Bunder
Abbas during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	20	4,000	79	70,362	99	74,362
Arabian	80	500	...	...	80	500
Muskat	45	1,350	...	...	45	1,350
Persian	25	500	...	...	25	500
Turkish	...	...	2	2,500	2	2,500
Others	10	60	...	...	10	60
Total	180	6,410	81	72,862	261	79,272
„ for the year preceding ...	397	10,150	76	84,500	473	94,650

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	22	4,400	77	68,862	99	72,762
Arabian	80	500	...	...	80	500
Muskat	48	1,440	...	...	48	1,440
Persian	25	500	...	...	25	500
Turkish	...	...	2	2,500	2	2,500
Others	10	60	...	...	10	60
Total	185	6,900	79	70,862	264	77,762
„ for the year preceding ...	368	7,880	74	82,300	442	90,180

Annex 17.—TABLE showing the Total Value of all Articles Exported from and Imported into the Ports on the Arab Coast of the Persian Gulf to and from Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
British India and Colonies	406	214	28,250	25,393
Turkey	4,156	3,250	8,031	6,964
Muskat and Dependencies	12,625	13,339	13,462	9,722
Bahrain and other Maritime States in the Gulf	2,237	2,643	2,843	2,843
Persian ports and Mekran	345,950	267,571	201,462	200,207
Zanzibar	62	72	562	1,000
Total	365,436	287,089	254,610	245,611

Annex 18.—RETURN of all Shipping at the Ports on the Arab Coast of the Persian Gulf during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	120	5,400	...	...	120	5,400
Persian	400	8,000	...	...	400	8,000
Muskat	200	4,000	...	...	200	4,000
Turkish	10	200	...	...	10	200
Others	150	1,500	...	...	150	1,500
Total	880	19,100	...	...	880	19,100
„ for the year preceding ...	880	16,350	...	...	880	16,350

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	120	5,400	...	...	120	5,400
Persian	400	8,000	...	...	400	8,000
Muskat	200	4,000	...	...	200	4,000
Turkish	10	200	...	...	10	200
Others	50	500	...	...	50	500
Total	780	18,100	...	...	780	18,100
„ for the year preceding ...	820	15,750	...	...	820	15,750

MOHAMMARAH.

Mr. Vice-Consul McDouall reports as follows;—

Trade and commerce.	During the year 1892, owing to increase in the population, there was an increase of about 50 per cent. in the domestic trade in foodstuffs, as also in the price and rent of shops and houses; but owing to poverty induced by failure of crops there was no increase in general trade.
Exports.	Owing to failure of crops there was little corn exported, while there was an increase in skins and wool owing to want of fodder.
Corn.	There was an increase in carpets from Sultanabad, the only regular export from Irak by this route.
Skins and wool.	The horses exported were of better quality.
Carpets.	Ghee which formerly went to Basrah was exported to India.
Horses.	There was an increase in shipments of natural products, owing to increased demand in India.
Ghee.	There were a large number of dates shipped to India by foreign coasting vessels, only statistics of cargo under British flag are available.
Bugloss and reeds.	The specie returns are complete, last year only given by one company's vessels.
Imports.	There was a slight increase in piece-goods, especially those of Indian make.
Cotton goods.	There was a great decrease in iron, owing to over-stock of previous year.
Iron.	From Basrah about 100 bales of cheap Manchester chintzes and about 700 cases of Batoum oil were imported by bellam (canoe).
Shipping—sea.	Only returns of British vessels available. Many coasting craft called during date season.
River Karun trade—steamer.	The majority of the cargo was carried by the steamers owned by the Governor of Mohammarah, running in connection with the Naseri Company. Their rates being 64 krans (1 <i>l.</i> 12 <i>s.</i>) per ton to Shushter, although the British company only charged 40 krans (1 <i>l.</i>). Through shipment from foreign ports to Shushter was but little used by native shippers.
Caravan.	A caravan arrives from Dizful, about once in 6 weeks, bringing reeds, bugloss, sesame seed, ghee, and linen piece-goods manufactured at Dizful. At the end of December, 160 cases of opium from Hamadan and Burujird for Hong-Kong arrived, and more is expected, this route being cheaper than that viâ Bushire.
Caravan v. river route.	The river route seems unable to compete with the caravan in the case of native owned goods, as there are no dues levied after leaving Dizful until arrival at Mohammarah, whereas by river there are customs leviable at Shushter and dues to river chiefs amounting to 7 <i>s.</i> per chest on opium or per bale on piece-goods. European owned goods do not pay these dues.
Caravan rates.	The caravan rate is 7 krans (3 <i>s.</i> 6 <i>d.</i>) per cwt., and 5 krans (2 <i>s.</i> 6 <i>d.</i>) per chest of opium.

Caravans from Hawaizah bring ghee and rice, arriving about once in 20 days.

In the Karun district there was a total failure of crops, owing Agriculture. to want of rain. Prospects of crops for next harvest are good; Wheat. but there is less ground under cultivation than usual, owing to scarcity of seed and poverty of cultivators.

The date crop was an average one and better than last year. Dates. The price was 5s. per 160 lbs.

The dates grown at Mohammarah are not of the best varieties and are unsuitable for European markets.

Many more trees could be grown if waste lands were cultivated.

Cotton is grown in the Shushter district about 64 tons to Cotton. 80 tons annually. The larger portion is consumed locally in the manufacture of quilts, which is a flourishing industry in Shushter.

Opium is grown in small quantities in the Dizful district, and Opium. more could be grown.

There is a large amount of wool produced in Khuzestan of fair quality, about 15 per cent. only is white. Some is exported to Basrah where there are presses, the rest goes to Bunder Dilam for Bushire.

Bugloss and reeds (for native pens) grow wild in the Dizful district. Natural products.

The population of Mohammarah is about 3,500, about half Population. are natives of Bahrein. The increase is due to immigration from districts where trade was bad or property insecure, and from Turkish territory to avoid conscription.

On April 30 the telegraph line to Bushire was completed, Public works. opening communication with all stations, in Persian only. Telegraph.

In July a regular postal service was established to Shushter Post. and Khoremabad. Letters from Tehran take 23 days.

A British-Indian post office was opened in July for letters for India, &c., by sea.

The telegraph office at Saheb Kerani having been destroyed by Buildings. floods a new one was built in the town, where the arsenal has also been rebuilt. A house for this Vice-Consulate is being completed at the junction of the Rivers Karun and Shat-el-Arab, and has been occupied since July.

RETURN of Principal Articles of Export from Mohammarah
during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£ s.		£ s.
To Great Britain—					
Carpets...	Bundles ...	190	1,045 0	140	505 10
Wheat ...	Tons ...	190½	1,006 10	1,280	5,997 0
To France—					
Sesame ...	Cwts. ...	2,403	1,000 0	480	195 10
Linseed...	" ...	160	80 0	...	...
To Basrah, Turkish					
Arabia—					
Wool ...	Bundles ...	1,000	5,500 0	184	1,104 0
Rice ...	Bags ...	174	87 0	...	...
To India—					
Barley ...	" ...	275	69 0	1,034	260 0
Beans ...	" ...	135	42 0	345	119 0
Bugloss...	Bundles ...	1,083	676 0	275	110 0
Dates (dry)	Bags ...	89	33 6	...	...
"	Cases ...	3	1 0	...	...
"	Tons ...	1,217	4,939 0	1,130	4,479 0
Ghee ...	Cwts. ...	177	300 0	...	...
Horses ...	Number ...	210	3,880 0	200	1,600 0
Hides and skins	Bags and bundles ...	332	1,215 0	191	191 0
Linseed...	Bags ...	246	123 0	762	381 0
Opium ...	Chests ...	53	3,710 0	...	...
Medicine ...	Bags ...	67	132 0	...	...
Pearls ...	Value ...	Rs. 1,00,000	625 0	...	214 0
Reeds ...	Bundles ...	479	1,197 10	180	900 0
Rice ...	Tons ...	...	...	76½	500 0
Specie and bullion	Value ...	Rs. 2,07,240	26,360 0	...	12,232 0
Wheat ...	Bags ...	1,296	550 15	23,124	3,360 0
Wool ...	Bundles ...	1,506	9,036 0	895	4,475 0
Miscellaneous ...	...	...	184 10	...	82 0
To Persia—					
Specie ...	...	...	5,462 16	...	3,358 0
Miscellaneous ...	...	...	48 0	...	146 0
To Arab ports—					
Specie ...	...	...	125 0	...	...
Ghee ...	Cwts. ...	53	90 0	...	...
Miscellaneous ...	...	...	20 10	...	458 0
Total ...	...	...	67,538 11	...	45,717 0

RETURN of Principal Articles of Import into Mohammarah
during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£ s.		£ s.
From Great Britain—					
Coal ...	Tons ...	200	350 0	452	900 0
Sugar ...	Bags ...	(Vide Karun report)		80	4½ 0
From France—					
Sugar, loaf ...	Cases ...			500	833 10
From India—					
Attari and drugs ...	... }	22			
" " ...	Casks ...	27		148	222 0
" " ...	Bags ...	147	649 10		
Alum ...	Casks ...	136	194 0		
" " ...	Cases ...			87	130 0
Cassia ...	" " ...	126	90 0	213	195 0
Cloth ...	" " ...	11	600 0	5	275 0
Copper ...	Sheets ...	2,894	2,782 0	2,600	2,600 0
Coffee ...	Bags ...	2,227	13,920 0	1,924	13,468 0
Crockery and earthenware	Cases ...	103	253 0	137	193 0
Glass and glassware	" " ...	260	488 0	150	300 0
Gunny bags ...	Bales ...	110	660 0	413	2,891 0
Iron ...	Bars and rods ...	4,152	1,797 0	132,891	33,222 0
" manufactures of	" " ...		605 0		
Kashmir shawls	Cases ...	12	1,440 0	8	966 0
Matches	" " ...	79	296 0	54	162 0
Piece-goods ...	Bales ...	2,843	42,665 0	2,961	51,950 0
" " ...	Bundles ...	2,593	38,895 0	602	9,800 0
" " ...	Cases ...	236	7,896 0	127	3,810 0
Pepper	Bags ...	234	2,340 0	257	2,570 0
Rice ...	" " ...	615	461 5	1,063	548 0
Rope, coir	Bundles ...	405	400 0		
Silk	Cases ...	67	4,154 0		
Sugar	Bags ...	987	1,234 10	1,856	2,320 0
" China	Bundles ...	145	362 10		
" loaf	Cases ...	1,781	3,339 10	969	1,938 0
Specie	" " ...		375 0	35	5,142 0
Tea	" " ...	310	775 0		
" " ...	Bundles ...			304	962 0
Twist...	Bales ...	119	892 10		
" " ...	Bundles ...			240	1,320 0
Thread	Cases ...	40	200 0		
Tin	Slabs ...	112		214	374 0
" " ...	Cases ...	72	230 0		
Timber	Planks ...	329	208 0		
Miscellaneous	" " ...		2,514 0		2,072 0
From Persia—					
Henna	Bags and bundles ...	289	217 0		
" " ...	Baskets ...			298	298 0
Iron safes	" " ...			48	320 0
Miscellaneous	" " ...		691 0		390 0
From Muscat—					
Dry limes	Bundles ...	83	249 0		
Miscellaneous	" " ...		200 0		225 0
Total ...			132,223 15		140,638 10
Imports transhipped (vide Karun report)			4,878 0		
Grand total ...			136,601 15		

RETURN of Principal Articles of Export from Mohammarah
(carried in Karun River Boats under British Flag) to Karun
Ports during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Coffee ...	Bags ...	11	£ 88	...	£ s.
Copper ...	Pieces ...	...	...	60	58 6
Dates ...	Baskets ...	111	28	200	50 0
Gunny bags ...	Bales ...	...	...	125	875 0
Hennah ...	Bags ...	46	69	...	...
Iron ...	Bundles ...	...	...	393	1,184 0
Kerchiefs ...	Pieces ...	...	...	331	82 10
Matches ...	Cases ...	14	50	...	...
Oil (Batoum) ...	" ...	107	33	...	...
Piece-goods ...	Bales ...	203	3,045	60	1,023 0
" ...	Bags ...	8	20	...	...
Sugar, loaf ...	Cases ...	163	300	1,022	1,703 0
Sugar ...	Bags ...	218	327	64	96 0
Skins ...	Bundles ...	12	30	...	...
Tea ...	Cases ...	12	36	...	...
Miscellaneous ...	...	...	110	...	918 0
TRANSHIPPED CARGO.					
From France—					
Sugar, loaf ...	Cases ...	500	937	...	...
From Great Britain—					
Iron ...	Bundles ...	655	327	...	...
From India—					
Iron ...	" ...	164	82	...	...
Piece-goods ...	" ...	15	225	...	...
" ...	Bales ...	124	1,850	...	...
" ...	Cases ...	26	650	...	...
Sugar, loaf ...	" ...	50	97	...	...
Sugar ...	Bags ...	100	150	...	...
Miscellaneous ...	...	...	60	...	...
Total ...	...	...	8,514	...	5,939 16

RETURN of Principal Articles of Import into Mohammarah
(carried in Karun River Boats under British Flag) from
Karun Ports during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Carpets ...	Bales ...	190	£ s.	140	£ s.
Cotton ...	Bundles ...	66	1,045 0	...	505 10
Flour ...	Bags ...	129	330 0	...	...
Ghee ...	Cwts. ...	32	65 0	...	...
Linseed ...	" ...	160	54 0	...	...
Piece goods ...	Bales ...	51	80 0	234	705 0
Rice ...	Bags ...	174	204 0	...	...
Sesame ...	Cwts. ...	2,403	87 0	...	...
Wheat ...	Tons ...	94'5	1,000 0	480	195 10
Wool ...	Bundles ...	511	503 4	1,205'4	5,832 0
Sundries ...	...	...	366 0	345	2,070 0
Specie ...	Krans ...	65,500	...	...	706 0
Total ...	...	...	5,371 14	...	10,014 0

RETURN of all Shipping at the Port of Mohammarah during the
Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Seagoing vessels—						
British	11	1,018	72	66,841	83	67,859
Foreign	...	...	...	...	...	...
River Karun—						
British	...	...	22	832½	22	832½
Persian	...	...	14	560	14	560
Total	11	1,018	108	68,223½	119	69,241½
„ for the year preceding ...	13	1,315	111	65,696	124	67,011

* Unknown.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Seagoing vessels—						
British	11	1,018	61	55,184	72	56,202
Foreign	...	...	...	...	...	...
River Karun—						
British	...	...	21	819	21	819
Persian	...	...	14	590	14	590
Total	11	1,018	96	56,593	107	57,611
„ for the year preceding ...	13	1,315	114	67,515	127	67,830

* Unknown.

RETURN of Principal Articles of Import into Bahrain during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals	{ Horses ... 50 Donkeys ... 25 Camels ... 86 Pieces ... 1,550		1,556	{ 15 30 36	1,032
Apparel, wearing	...		775	1,400	800
Building materials	...		838	...	1,382
Cattle	Head ... 31,000		5,687	29,150	6,290
Charcoal	Cwts. ... 9,500		1,188	10,500	1,500
Coffee	" ... 4,275		20,039	5,278	24,505
Coin and colt-rope	" ... 2,320		1,740	1,325	1,136
Confectionery and preserves	" ... 500		781	845	1,332
Cotton goods	Bundles ... 2,496		38,866	2,414	43,236
Thread and twist	Cwts. ... 883		2,925	930	3,629
Cotton, raw	" ... 2,490		3,645	3,335	5,695
Dates	" ... 57,000		11,750	59,650	11,354
Date juice	" ... 3,050		858	3,550	1,015
Drugs and medicines	...		743	...	1,124
Dyeing and colouring materials	...		1,097	...	...
Fruits and vegetables	...		1,545	...	1,372
Fuel	Cwts. ... 23,500		1,175	22,000	1,267
Gold lace and gold thread	Bundles ... 800		1,031	500	...
"	Tolas ... 800		...	800	1,286
Grain and pulse	Cwts. ... 197,232		83,802	187,450	75,036
Hardware and cutlery	...		764	...	...
Leather, and manufactures of	...		726	...	...
Lemons, dry	Cwts. ... 800		...	800	915
Metals	" ... 2,039		2,607	1,153	2,729
Oils	" ... 3,685		2,616	3,922	3,326
Pearls	...		107,500	...	112,929
Perfumery	...		1,228	...	1,572
Provisions and oilman stores	...		5,770	...	7,994
Shells, mother-of-pearl	Cwts. ... 2,200		1,425	...	1,079
Silk, raw	Lbs. ... 2,800		1,434	...	1,279
" manufactures of	Pieces ... 5,960		2,980	5,921	3,255
Spices	Cwts. ... 1,405		2,626	2,200	4,230
Sugar candy	...		625	...	...
" soft	Cwts. ... 3,080		3,409	3,017	3,443
Tallow	" ... 967		1,292	1,020	1,672
Timber and wood	...		2,912	...	2,327
Tobacco	Cwts. ... 5,030		6,409	5,319	7,465
Wool	" ... 350		794	450	1,125
Woollen goods	Bundles ... 94		2,408	76	1,850
All other kinds not mentioned	...		...	...	...
above	...		4,278	...	6,915
Total	...		331,794	...	347,080
Specie	...		142,063	...	75,357
Grand total	...		473,857	...	422,437

RETURN of Principal Articles of Export from Bahrain during
the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Animals	Horses ...	55	1,404	10	718
	Donkeys ...	50		30	
	Camels ...	3		15	
Canvas	Cwts. ...	1,500	6,562	1,800	9,000
Cattle	Head ...	...	...	3,600	750
Coffee	Cwts. ...	3,000	14,063	3,150	14,625
Coir and coir rope... ..	...	1,000	760	...	...
Cotton goods	Bundles ...	1,480	21,875	1,464	26,143
Thread and twist	Cwts. ...	290	975	250	1,057
Dates	...	35,600	8,275	38,000	7,250
Date juice	...	3,232	816	3,100	886
Fruits and vegetables	...	...	875	...	...
Grain and pulse	Cwts. ...	67,000	28,953	46,350	19,689
Hides and skins	Pieces ...	41,000	1,375	25,500	1,143
Metals	Cwts. ...	1,181	1,444	597	1,177
Oils	...	...	1,101	...	1,161
Pearls	...	...	307,813	...	302,215
Perfumery	...	...	753	...	893
Provisions and oilman stores	...	...	1,101	...	1,429
Shells, mother-of-pearl	Cwts. ...	11,220	3,712	3,400	1,578
Silk, raw	Lbs. ...	1,380	771	1,429	714
" manufactures of	Pieces ...	3,300	1,650	3,000	1,714
Spices	Cwts. ...	818	1,544	1,054	1,954
Shark fins	...	...	...	425	913
Sugar	...	1,840	2,070	1,500	1,714
Tallow	...	...	...	700	1,100
Timber and wood	...	...	875	...	786
Tobacco	Cwts. ...	1,200	1,500	1,950	2,679
Woollen goods	Bundles ...	82	1,575	60	1,286
All others	...	...	7,542	...	6,900
Total	...	...	419,374	...	409,474
Specie	...	...	71,188	...	45,357
Grand total	...	...	490,562	...	454,831

TABLE showing the Total Value of all Articles Exported from
and Imported to Bahrain to and from Foreign Countries
during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
British India and Colonies	319,012	312,142	272,802	199,426
Turkey	139,356	99,866	146,101	160,912
Muskat and Depend- encies	2,000	4,564	5,090	10,564
Maritime States on the Arab Coast of the Persian Gulf.	16,288	15,118	15,347	11,857
Persian ports and Mekran	13,125	21,798	32,665	38,204
Zanzibar	787	1,343	1,852	1,474
Total	490,568	454,831	478,857	422,437

RETURN of all Shipping at the Port of Bahrain during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	50	3,500	56	61,327	106	64,827
Arabian	320	11,200	...	...	320	11,200
Turkish	300	10,500	...	...	300	10,500
Persian	110	3,850	...	...	110	3,850
Muskat	10	300	...	...	10	300
Others	...	...	1	400	1	400
Total	790	29,350	57	61,727	847	91,077
„ for the year preceding	810	28,770	36	54,272	847	88,042

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	50	3,500	56	61,327	106	64,827
Arabian	315	1,125	...	...	315	1,125
Turkish	295	10,325	...	...	295	10,325
Persian	100	3,670	...	...	100	3,670
Muskat	20	600	...	...	20	600
Others	...	...	1	400	1	400
Total	780	29,120	57	61,727	827	90,847
„ for the year preceding	770	27,370	36	54,272	806	81,642

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ON THE
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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1134.

Presented to both Houses of Parliament by Command of Her Majesty,
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P E R S I A.

MESHED

Acting Consul-General Ringler Thomson to the Earl of Rosebery.

My Lord,

Meshed, May 13, 1893.

I HAVE the honour to transmit herewith my Report on the Trade of Khorasan and Sistan for the financial year 1892-93.

I have, &c.

(Signed) E. C. RINGLER THOMSON.

Report on the Trade of Khorasan and Sistan for the Financial Year 1892-93.

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Introductory.

This is the fourth trade report to issue from Meshed since the establishment of Her Britannic Majesty's Consulate-General for Khorasan and Sistan in 1889. The first two reports attempted to give trade statistics for the whole of these two provinces (comprising territory some 200,000 square miles in extent), although there is not a single British Agent at any other spot in the provinces besides Meshed. Such information, obtained with much difficulty and trouble, could not, at the best, be anything but very roughly approximate. Therefore, last year it was decided to confine the statistics to the towns of Meshed, Kuchan, and Bujnurd, which are all in Northern Khorasan. This year Bujnurd has been omitted (because its trade is unimportant), and the trade of Meshed and Kuchan has been shown in separate columns as well as collectively. It will be seen that most of the wool and cotton (the staple product of Khorasan) exported to Russia is despatched viâ Kuchan, and does not enter Meshed. Similarly a large quantity of tea and other goods from India, destined for Central Asia, is sent viâ Sabzawar to Kuchan, and not to Meshed. Thus the Kuchan statistics are a very important factor in a trade report of Khorasan, especially in helping to show the relative values of English and Russian trade, and that is the chief object of this report. English and Indian trade is in the hands of a few Indians and Persians, and is confined almost entirely to the import of tea, indigo, piece-goods, muslin, and cotton yarn, and recently to the export of opium.

The Russians bring into Persia sugar, kerosine oil, and piece-goods, and export to Russia wool and cotton. A very large quantity of corn also finds its way to Russia in spite of the Shah's stringent orders that none is to be exported. These orders are very necessary, because Persia is a poor country, and grows only sufficient wheat to feed the population. Thus, when it becomes dear, a large proportion of the population must, to a certain extent, starve. At the present moment, the spring rains having failed, the price of bread is rising daily, and there is every probability of a famine this year or next. There are a large number of Russian subjects, chiefly Turks, trading in the town of Meshed, which is only 150 miles from the Russian frontier. There are also two Armenian merchants, and in the wool season Armenians overrun the provinces.

A small quantity of English goods come by the long overland journey of 1,500 miles from Trebizond, on the Black Sea, and are consigned, in the first instance, to Tabriz. With this exception, the whole of the English and Indian goods come to Meshed viâ Bombay, Bandar-Abbas, and Yezd or Kirman. This, too, includes a long land journey of not much less than 1,000 miles. The distance could be covered easily by mules in 40 days under favourable conditions; but in the south only camels are now procurable for transport. The roads, canals, tanks, and sarais are

out of repair. In summer, because of the scarcity of forage and water, many of the camel men move to other regions, and thus transport becomes exceedingly dear and often unprocurable for weeks. As a rule, too, camel men do not care to take goods more than a few stages, which is a source of great delay; and the goods are absolutely at the mercy of these camel-men, who pass them on to each other, or, at certain points, hand them to petty agents appointed by the senders. Very often a customs official will demand toll unjustly, and the camel-men, being unable to pay, will detain the goods for a matter of two or three months, until orders for their release have been obtained through Her Majesty's Legation at Teheran. British traders suffer much in consequence, and because there is not a British officer either at the port of Bandar Abbas or at any other spot on the road until Meshed is reached. The remedy for all this, of course, is the appointment of an English Consul for Yezd and Kirman. His presence at the main points on the routes would give confidence to British traders, and there is not a doubt trade would then increase very considerably.

Trade.

The statistics show that during the past year British trade improved all round and Russian trade declined. For this we have to thank the cholera, and the rigid quarantine enforced, in consequence, by the Russians, for many months. If the cholera breaks out again this year we may expect the same result, and if not, very much the reverse; speaking generally, it may be said that the Russians, supported and encouraged by their Government, are pushing and increasing their trade in Khorasan, and are steadily driving out of the market all British goods, except those they are themselves unable to supply. On the other hand, our few traders, without any encouragement, are almost indolently continuing only the trade which cannot be snatched from them, viz., that in tea, indigo, muslin, sheetings, and long cloths, bleached and unbleached. They are not to blame, for, under present conditions, they cannot compete in other articles without loss. Several articles have been already driven clean out of the market, and others, such as chintzes, &c., are dying a natural death.

Now, judging by statistics alone, one would imagine that our import trade trebles that of the Russians. Unfortunately such a deduction would be quite fallacious, for our statistics include Chinese tea, purchased with English money, and brought to Persia via Bombay. If we deduct this the value of our trade hardly equals that of the Russians, in spite of the havoc quarantine played with theirs. Now, handicapped as we are, and with the Russians only 150 miles from Meshed, one might be inclined to infer that the present comparison of trade is not only all that could be expected but even eminently satisfactory. It

is just the reverse. Not only are the Russians driving out of the Meshed market all British goods which compete with their own, but they are fast moving south, and in Central Persia are beginning to do the same. Two years ago Russian piece-goods began to be consigned to Yezd, and were sold there with some profit, and since then other consignments have followed. A traveller, who visited Birjand last winter, states that at Kain and Birjand all goods are Russian (see conclusion of report). Now, it may be argued, in the first place, that the value of such Russian trade is quite insignificant; and secondly, that Russian goods can bear no comparison to English, and, therefore, can never hope to compete with them in a fair field or nearer home. The reply to this is that the Russians are awake while we are asleep, and that they are improving daily by rapid strides. Their articles are still inferior to ours, but they have improved immensely, and ignorant and only half-civilised people, without much money, prefer cheap to expensive articles. The Russian chintzes at Meshed have improved immensely, but there is still no comparison between them and the Manchester article, yet the latter are dying a natural death simply because they are, as a rule, of subdued colours and somewhat dearer. Russian agents travel the country and find out the wants of the population, and then bring gaudy chintzes and numerous other articles, often stamped with the Shah's likeness or the Lion and the Sun, or with Persian mottoes, and in the colours to suit the crude taste of the people. Patterns of blue and green blended are not uncommon, and are much appreciated. Patterns of such of our own chintzes as are at all popular are sent to Russia to be copied. The Russian Government, too, gives a bounty of 1 r. 80 c. to every trader for each pound of sugar he exports to Persia by Bandar-i-Gez (Asterabad), on condition that he purchases cotton in Persia to the value of the sugar he imports for export to Russia. This is not a hard condition, for the cotton trade is a very lucrative one. A similar bounty is also given to exporters of chintz. It is a remarkable thing that a poor Government can afford to do this, but it is done, and, in the face of facts, we cannot say it has proved a failure. The idea is to obtain complete possession of the sugar and chintze trade of Khorasan and to drive all other competitors in these articles absolutely out of the market. In the former case they have succeeded already.

British Imports.

Fen.

The total value of the British imports viâ the Persian Gulf amounted to 958,556 tumans (245,782*l.*), as against 753,110 tumans (198,187*l.*) for 1891-92. The amount of green tea imported was considerably greater than in the previous year, the figures being 660,230 tumans (169,290*l.*), against 478,750 tumans (125,987*l.*) for 1891-92. As has been stated above, most of this green tea comes from China to Bombay, and is despatched thence to Persia. The amount of black tea imported was also greater

than during the previous year, the figures being 95,325 tumans (24,442*l.*), against 80,715 tumans (21,241*l.*) for 1891-92. Nearly the whole of this black tea is Indian.

There was a slight decline in the amount of indigo imported, Indige. the reason probably being that there has been a succession of bad indigo crops in India for the past few years. There is nothing to fear in this direction as regards competition, however, because India has the monopoly of indigo, and none can be grown on this side.

It will be noticed that sugar from India is again making its Sugar. appearance in small quantities. Indian or Mauritius sugar, though superior, and made from sugar-cane, will never probably again take its old place and command the market; but there is no reason why Mauritius sugar, at all events (for it appears Indian sugar can hardly supply India), should not compete with the Russian sugar, and even find an equal sale if judiciously reintroduced; and it would confer a great boon on the people by remaining in the market and keeping the Russian sugar down to a reasonable price. It has been related in previous reports how Indian sugar was driven out of the market. The Russian Government granted a bounty to exporters of sugar to Persia, and the exporters themselves sold at a loss till the Indian and French sugars ceased to appear. Then Russian sugar rose from 2½*d.* per 1 lb. for loaf sugar to 8½*d.*, and would have risen higher had not the Indian merchants stepped in with fresh consignments of Indian sugar last year. This immediately brought the Russian sugar down to 4½*d.*, and the Russian merchants have now made a solemn compact among themselves to undersell the Indian sugar, no matter to what price it falls. The Indian sugar is now selling at 5*d.*, with perhaps hardly any profit, and no doubt will disappear again from the market. What exactly Russian sugar can be sold for at a profit is impossible to say, for the simple reason that the Russian sugar question is as intricate as the silver question, and is governed by it.

Some Russian sugar bore the accompanying label:



Piece-goods.

Although the statistics given at the end of this report divide British piece-goods into sheetings, long cloths, cotton prints, Turkey-reds, &c., and the total value is, without doubt, fairly accurate, the exact distribution of value cannot be relied on, for the reason that duty is paid upon the camel or mule-load, and is the same for all piece-goods. Therefore, the customs officials do not trouble to examine closely the packages received, and often enter one kind of piece-goods in the place of another. The total value of all sorts of piece-goods imported last year by the Persian Gulf route was 85,612 tumans (21,951*l.*), against 87,885 tumans (23,127*l.*) in 1891-92. These figures are satisfactory, considering that though there was no quarantine in Central Persia, cholera was devastating, and trade was, in consequence, for some months paralysed. Sheetting and long cloth, bleached and unbleached, are not brought from Russia, so that England and India have a monopoly of their sale. About the same amount of cotton print were brought, but there is not a doubt that the Russian prints are preferred to the English for the reasons already stated above. The sale of the Russian chintzès, as compared with English, may be said to be now as 6 to 1. On the other hand, if we include all piece-goods and muslin, the value of the British goods is to the value of the Russian as 2 to 3.

Muslins.

Only about one-third of the usual amount of muslin came. Probably the figures are wrong, and that much muslin has been included in "other piece-goods," or the cholera may have prevented the chief firms which trade in this article from exporting so much of it. The Russians do not make muslin, so that there is no competition. Most of it goes to Bokhara.

Cotton yarn.

Three times the amount of cotton yarn was imported this year; but the Russians, who are now growing cotton in Central

Asia with marked success, are beginning, for the first time, to export the yarn to Persia in small quantities, and probably in the near future will drive the British article out of the market.

The total value of Russian imports into Meshed and Kuchan ^{Russian imports.} for the past year amounted to 402,352 tumans (103,168*l.*), against 495,407 tumans (130,370*l.*) for 1891-92. The decrease was due solely to the very severe epidemic of cholera, which raged for many months in the year, and to the very rigid system of quarantine established by the Russians in consequence.

The value of the goods imported by this route was about half ^{Imports via} that of 1891-92. The cholera, no doubt, reduced the figures considerably, but trade by this route is annually declining, and must, ^{Turkey and} in the nature of things, decline, and eventually die out as ^{Tabriz.} Russian trade improves in Meshed.

The trade from this direction more than doubled during the ^{Imports from} past year, but cholera again was the cause. The Afghans could ^{Afghanistan.} not get their goods direct to Transcaspia on account of the quarantine, and therefore brought them to Meshed.

It will be seen that 103,950 tumans (26,654*l.*) worth of ^{Exports to} opium was despatched to Kirman and Yezd and the Persian Gulf ^{India.} for India and China and other countries. These figures are probably far too high. A few years ago only a comparatively small quantity of opium was grown sufficient for home consumption. Now it is cultivated for exportation. At the present moment wherever there is a cultivation in Khorasan, a large portion of it is white with the poppy. The retail price now in Meshed is 9 tumans per man, or about 7*s.* per lb. There is, in fact, a great inducement to the people to cultivate opium extensively. A large portion of the population use it as a drug. They are divided into two classes: the smokers and the eaters. The former may be classed with habitual drunkards who are passed redemption. There is no cure, and the opium smoker can be recognised at once by his sallow countenance, sunken cheeks, nervous gait, and, as a rule, filthy appearance. After a time he becomes unfit for employment, and is spoken of with contempt even by the opium eaters. These latter, as a rule, are middle aged and old people, and simply take one, two, or three opium pills morning and evening. When they go beyond that, they soon exchange the pills for the pipe. A pill weighs one-sixthundredth of an ounce. Among the gentry of Meshed it may be said that one-fifth smoke opium, and of their servants one-fourth. Among the merchants and shopkeepers one-tenth smoke. Perhaps one-tenth of the remainder take opium pills, excluding the labouring classes who neither smoke nor eat it. The native hakims (or doctors) recommend opium as a sovereign remedy for nearly all ailments. They follow the principles of Abu Ali Sina (Avicenna), and divide all diseases into two classes, hot and cold, and administer a hot medicine to cure a cold complaint and vice versa. It is found necessary now to give a little opium to the newly born children of confirmed opium smokers. The poppy requires very

little water. Once when the seed is sown, and once when the plant flowers. It also does not damage the soil and can be sown on the same ground for successive years.

It is a significant fact that two or three years ago opium had become so cheap that it hardly repaid the cultivator, and that in consequence the area cultivated began to diminish. But now merchants have begun to buy up the drug for export and to send it south, the recultivation has begun with renewed energy.

Exports to
Russia.

The value of these exports was 541,326 tumans (138,800*l.*), against 662,020 tumans (174,215*l.*) in 1891-92. The value of the wool and cotton exported was considerably less on account of the strict quarantine regulations enforced by the Russian Government.

An immense amount of corn was exported to Russia, in defiance of the Shah's orders which are treated with impunity in such matters.

Exchange.

Exchange has followed the depreciation of silver in the same manner as in other silver using countries. The highest figure was during the last year when short drafts on London (*i.e.* demand or few days' sight) were quoted at 41 krans per 1*l.* The equivalent in krans has, however, appreciated since to a certain extent, quotations having gradually come down to 39 $\frac{3}{8}$ krans to 39 $\frac{1}{2}$ per 1*l.*, demand on short drafts without stability however.

Revenue.

The revenue for Khorasan and Sistan for the year 1892-93 was 795,588 (203,997*l.*) against 759,839 (199,957*l.*) for 1891-92. An official from Teheran was sent to Meshed to resettle the revenue. Hence the increase. The revenue paid by Sistan was the same as in former years, viz., 2,600 tumans (666*l.*) in cash, and 2,400 kharwars (6,957 tons) of grain.*

Details are given in the following table:—

* In the trade report for 1889-90 by a clerical error the amount of cash contributed was entered 26,000 tumans, instead of 2,600 tumans.

TABLE showing Revenue and Expenditure of Khorasan and Sistan for the Year 1892-93.

RECEIPTS.				CHARGES.			
Particulars.	Quantity.		Value. Sterling. £	Particulars.	Quantity.		Value. Currency. Tumans. £
	Kharwars.	Tons.			Kharwars.	Tons.	
Revenue : Land tax, rent of crown lands, tax on cattle, &c.—				Expenditure : Pensions, salaries, pay of troops, &c.—			
In cash	...	...	153,769	In cash	...	...	872,940
In kind :—				In kind :—			
Grain—two-thirds wheat, one-third barley, at 25 krams per kharwar	43,187	12,535	27,690	Grain—two-thirds wheat, one-third barley, at 25 krams per kharwar	34,760	10,086	86,900
Straw, chopped, at 5 krams per kharwar	13,797	4,003	1,769	Straw, chopped, at 5 krams per kharwar	3,695	1,072	1,847
				Total expenditure	...	...	461,687
				Remitted to Teheran :—			
				In cash	...	...	226,758
				In kind :—			
				Grain—two-thirds wheat, one-third barley, at 25 krams per kharwar	8,437	...	21,092
				Straw, chopped, at 5 krams per kharwar	10,102	...	5,051
				Add :—			
Customs	...	...	70,000	Customs	...	...	70,000
Rent of turquoise mines	...	...	11,000	Rent of turquoise mines	...	...	11,000
Total amount remitted to Teheran	...	...	2,821	Total amount remitted to Teheran	...	...	332,901
Grand total	...	...	203,997	Grand total	...	...	795,588

MESHED.

Customs.

The customs of Khorasan were farmed for 70,000 tumans (17,948*l.*), but the farmer lost 20,000 tumans by the bargain.

Mines.

The turquoise mines were again farmed for 11,000 tumans (2,821*l.*). The value of the outturn is set down at 50,000 tumans (12,820*l.*), but was probably much less, as very little work was done owing to the cholera epidemic, followed by a strike at the mines.

The new
Consulate-
General.

Through the liberality of the Indian Government, which pays all expenses connected with this Consulate-General, an excellent plot of ground, about 33,000 square yards in extent, was purchased last year in the best quarter of the town of Meshed and near the Ark (Citadel) Gate. On the centre of this a substantial double-storied Consulate-General has been erected with offices and quarters for the whole staff within the area. The people of Meshed, who are accustomed to shut themselves up, with their women, in single storied tenements, enclosed by mud walls 20 feet and 30 feet high, have, few of them, seen anything of the sort before, and are much impressed and never tired of looking at it.

Sistan.

1. The population of Sistan is about 50,000. Of these, about 6,000 are nomads of various Baluch tribes. The remainder are Sistanis.

2. The Baluch tribes are shepherds, the remainder agriculturists.

3. They import tea in small quantities, sugar, candles, spices, and a small quantity of cotton goods, cast iron, and chintzes.

They export grain, ghee, cow and camel-hides and wool.

4. This year was an expensive year, and the prices ran to—

Articles.				Price.	
				Currency.	Sterling.
				Krans.	<i>s.</i> <i>d.</i>
Wheat	Per 24 lbs. ..			1	0 7
Barley	" 36 " ..			1	0 7
Ghee	" 1½ " ..			1	0 7
Fowls	" 3 ..			1	0 7
Eggs	" 80 ..			1	0 7
Wood	" donkey load			1	0 7
Sheep	Each			4	2 4

Regarding goods, both Russian and English chintzes and cotton cloths are to be had in small quantities, the Russian preponderating.

Also French sugar, English and Russian candles, Indian spices, Indian tea (very little drunk).

The people are so wretchedly poor that there is no demand for these things. They make their own cloths, and don't drink tea.

The products of the country are wheat, barley, cotton, and a little tobacco, melons, grapes, pomegranates. There are a very few gardens and hardly a single orchard.

At the town of Birjand, the capital of the Kain district in the south of Khorasan, everything in shops comes from Russia except tea and spices.

At Kain everything is Russian. Considerable quantities of saffron are grown here and in the neighbourhood, and a certain amount of opium.

RETURN of Articles Imported into Northern Khorasan via
Bombay, Bandar Abbas, Kirman (or Yezd), during the Year
1892-93.

Articles.	Meshed.	Kuchan.	Total.		Passed on to Russian Territory.	
			Currency.	Sterling.	Currency.	Sterling.
	Tumans.	Tumans.	Tumans.	£	Tumans.	£
Tea, green ...	570,600	89,630	660,230	169,299	623,610	159,900
" black ...	72,060	23,265	95,325	24,442	51,348	13,166
Indigo ...	22,200	...	22,200	5,692	6,000	1,538
Sugar, loaf ...	2,020	...	2,020	518	...	...
" crystallised	455	...	455	117	...	...
Sheetings, English and Indian ...	14,960	111	15,071	3,864	111	28
Longcloth, bleached	23,140	2,736	25,876	6,635	} 5,247	1,345
" unbleached	11,269	66	11,335	2,906		
Cotton prints ...	19,250	...	19,250	4,936	...	...
Muslin ...	10,250	953	11,203	2,873	6,873	1,762
Turkey-reds ...	850	...	850	218	...	...
Other piece-goods...	150	13,080	13,230	3,392	12,300	3,154
Shawls ...	300	...	300	77	...	...
Cotton yarn ...	27,480	...	27,480	7,046	...	...
Copper (sheets) ...	11,985	2,280	14,265	3,658	5,625	1,445
Tin ...	3,810	...	3,810	977	760	195
China basins for Bokhara, and other chinaware	2,940	...	2,940	754	3,290	844
Books ...	5,600	...	5,600	1,436	800	205
Paper ...	9,855	87	9,942	2,549	3,312	849
Ginger, preserved	1,680	...	1,680	430	930	238
Drugs ...	8,070	...	8,070	2,069	1,450	372
Coffee ...	330	...	330	85	...	...
Spices ...	2,680	64	2,724	698	100	26
Coral ...	2,700	...	2,700	692	2,550	654
Glass beads...	1,200	...	1,200	308	600	154
Miscellaneous ...	470	...	470	120	250	64
Total. .	826,284	132,272	958,556	245,782	725,166	185,939

RETURN of Articles Imported into Northern Khorasan from
Russian Territory during the Year 1892-93.

Articles.	To Meshed.	To Kuchan.	Total.	Sterling.
	Tumans.	Tumans.	Tumans.	£
Sugar loaf	64,865	10,708	75,573	19,378
„ crystallised ..	24,049	1,263	25,312	6,490
Candles	11,956	2,790	14,746	3,781
Kerosine oil	10,281	3,857	14,138	3,625
Piece-goods (including broad cloth, cotton prints, &c.)	105,150	40,070	145,220	37,236
Iron, iron goods, nails, &c.	5,931	4,124	10,055	2,578
Steel	258	258	516	132
Brass, brassware, and brass wire	1,960	..	1,960	503
Glass and chinaware ..	22,365	4,833	27,198	6,974
Gold lace, &c.	600	..	600	154
Paper	11,010	184	11,194	2,870
Glass panes and mirrors	4,606	116	4,722	1,211
Lead and tin	2,585	..	2,585	663
Sewing machines ..	300	180	480	123
Vitriol	1,835	258	2,093	537
Cochineal	680	..	680	174
Cutlery, haberdashery, fancy goods, &c. ..	500	..	500	128
Matches	4,059	280	4,339	1,113
Leather	2,275	10,559	12,834	3,290
Cotton yarn	1,825	..	1,825	468
„ rope	266	972	1,238	317
Sack cloth	138	8,255	8,393	2,152
Cigarettes and tobacco	800	..	800	205
Chairs	310	317	627	160
Amber	400	..	400	103
Trays	100	..	100	26
Wooden spoons ..	320	..	320	82
Miscellaneous	3,645	679	4,324	1,109
Total	283,069	89,703	372,772	95,583
Goods imported from Merve and Bokhara—				
Wool	1,800	..	1,800	462
Carpets	..	..	..	..
Camel-hair cloth ..	200	..	200	51
Hides	3,730	..	3,730	956
Skins	12,900	..	12,900	3,308
Leather	1,000	..	1,000	256
Silk, raw	6,100	..	6,100	1,564
„ piece	..	..	..	..
Pumpkin seeds ..	1,630	..	1,630	418
Horse clothing ..	830	..	830	213
Saddlery	400	..	400	103
Miscellaneous ..	990	..	990	254
Total	29,580	..	29,580	7,585
Grand total ..	312,649	89,703	402,352	108,168

RETURN of Articles Imported into Northern Khorasan viâ Turkey,
Tabriz, and Teheran during 1892-93.

Articles.	To Meshed.	To Kuchan.	Total.	Sterling.
	Tumans.	Tumans.	Tumans.	£
Broad cloth	12,610	..	12,610	3,233
Piece-goods of sorts ..	20,480	460	20,940	5,369
Matches	1,065	..	1,065	273
China and glassware ..	1,850	..	1,850	474
Cutlery, watches, fancy goods, &c.	3,400	..	3,400	872
Gold lace, &c.	200	..	200	51
Glass beads	3,400	..	3,400	872
Black tea	720	..	720	185
Total	43,725	460	44,185	11,329

RETURN of Articles Imported into Northern Khorasan from
Afghanistan during the Year 1892-93.

Articles.	Value.		Remarks.
	To Meshed.	Sterling.	
	Tumans.	£	
Postins	4,370	1,121	
Barak	5,430	1,390	
Carpets and woollen bags	10,070	2,582	
Wool	1,920	492	
Sheep and lamb skins ..	18,410	4,721	
Pistachios	1,030	264	
Silk, raw	4,380	1,123	
Seeds	977	251	
Manna	660	169	
Opium	7,700	1,974	
Fans	1,720	441	These reed fans came from Peshawar.
Dyes	357	92	
Miscellaneous	748	192	
Total	57,772	14,812	

RETURN of Articles Exported from Meshed to India during the
Year 1892-93.

Articles.	Value.		Remarks.
	Currency.	Sterling.	
	Tumans.	£	
Turquoises	10,000	2,564	This opium was sent to Kirman and Yezd to be despatched thence to Persian Gulf ports for India, China, and other countries.
Silk, piece	6,800	1,616	
„ raw	600	154	
Opium	103,950	26,654	
Carpets	750	192	
Asafetida	420	108	
Miscellaneous	100	26	
Total	122,120	31,314	

RETURN of Articles Exported from Northern Khorasan to
Russian Territory during the Year 1892-93.

Articles.	From Meshed.	From Kuchan.	Total.	Sterling.
	Tumans.	Tumans.	Tumans.	£
Wool	22,400	178,680	201,080	51,559
Cotton	20	212,020	212,040	54,369
Almonds	1,470	2,129	3,599	923
Grain	240	..	240	62
Dried fruits	4,231	2,391	6,622	1,698
Tobacco	280	..	280	72
Shawls	29,000	..	29,000	7,436
Carpets	23,245	889	23,634	6,060
Skins	22,265	1,321	23,586	6,048
Silk, raw	..	150	150	38
„ piece	2,800	..	2,800	718
Turquoises	25,000	..	25,000	6,410
Walnuts	51	..	51	13
Leather	1,662	..	1,662	426
Country cloth and prints	2,750	918	3,668	939
Barak	200	..	200	51
Postins	380	440	820	210
Socks	..	315	315	81
Country shoes	945	372	1,317	338
Saddlery	1,100	..	1,100	282
Miscellaneous	2,456	1,706	4,162	1,067
Total	140,495	400,831	541,326	138,800

RETURN of Articles Exported from Meshed to Afghanistan
during the Year 1892-93.

Articles.	Value.	
	Currency.	Sterling.
	Tumans.	£
Lemon juice	95	24
Fruits	99	26
Sugar candied	660	169
Combs	80	21
Silk, piece	600	154
Dyes	60	15
Shawls	400	103
Turquoises	5,000	1,282
Miscellaneous	1,405	360
Total	8,399	2,154
Foreign goods passing through Meshed to Afghanistan —		
Rice goods	38,100	9,256
Sugar, loaf	2,472	634
„ crystallised	1,237	317
Iron and steel	353	91
Iron manufactures	238	61
Candles	1,560	400
Cutlery, haberdashery, and fancy goods	900	231
Glass beads	200	51
Kerosine oil	55	14
Drugs	860	220
Cotton yarn, English	80	21
Vitriol	200	51
Paper	100	26
Total	44,355	11,373
Grand total	52,754	13,527

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1254. Smyrna	1d.	1314. Honduras	2½d.
1255. Yokohama	1½d.	1315. Batoum	4d.
1256. Stockholm	1½d.	1316. Quilimane	1d.
1257. Lisbon	1½d.	1317. Copenhagen	1d.
1258. Tientsin	1d.	1318. Lima	1d.
1259. Port Said	1d.	1319. New York	1d.
1260. Hiogo and Osaka	2½d.	1320. Baghdad and Bussorah	1d.
1261. Damascus	1d.	1321. Rio de Janeiro	3d.
1262. Samoa	½d.	1322. Réunion	3½d.
1263. Rio Grande do Sul	2½d.	1323. Berne	1d.
1264. Jeddah	1d.	1324. Kiukiang	½d.

No. 1325.

Reference to previous Report, Annual Series No. 1189.

P E R S I A .

RESHT.

Consul Churchill to the Earl of Rosebery.

My Lord,

Resht, November 15, 1893.

I HAVE the honour to transmit herewith my Report on the Trade and Commerce of the Province of Ghilan for the year 1892-93.

The Returns are for the Persian Financial year beginning on March 22, 1892, and ending March 21, 1893.

The remarks on silk include the crop of the summer of 1893.

I have, &c.

(Signed) HARRY L. CHURCHILL.

Report on the Trade and Commerce of the Province of Ghilan for the Year 1892-93.

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Introductory.

1892 a bad
year owing
to cholera.

It will be remembered that the year under review was an exceptionally bad one for trade in general in Russia and Persia, owing to the cholera epidemic that raged during the summer months of 1892 and with so much force on the Russian shores of the Caspian, as also in the Persian provinces on the shores of that sea.

Silk.

Rice.

Tobacco.

The silk crop, however, was almost gathered before the outbreak of the epidemic, and the rice was harvested with some difficulty owing to the want of a sufficient number of field hands.

The tobacco crop was good.

WEIGHTS, Measures, and Coinage.

WEIGHTS.

4 gandoms or barleycorns	=	1 nokhod or pea.
24 nokhods		1 miskhal.
16 miskhals		1 seer.
40 seers		1 man (Tabreez).*
2 mans (Tabreez)		1 man (Shah).
100 " "		1 kharwar (Tabreez).
200 " "		1 kharwar (Shah).
120 " "		1 kharwar (Bunder Abbass).
1 miskhal		76 grains Troy or 4.60 grammes.
1 man (Shah)		13 lbs. (English).
1 pood (Russian)		36 lbs. (English).

MEASURES.

16 gerehs	=	1 zer.
1 zer		40 inches (English).
1 farsakh		3 $\frac{1}{2}$ miles (approximate).

COINAGE.

20 shahis or 1,000 dinars..	=	1 kran.
10 krans		1 tuman.
38 krans		1 <i>l.</i> (English).
10 krans		2 r. 85 c. (Russian).

* The words "man" or "batman" are used indifferently.

All the calculations in this report are at the rate of 38 krans to the 1*l.* sterling.

At the time of writing the exchange has risen to 42 krans and 43 krans to the 1*l.* sterling.

All transactions at Resht are in krans or roubles. No business is done in sterling, and I am quoting Tehran rates.

Silk Culture.

Silk culture in Ghilan has improved, both as regards that Improvement produced from the native grain and that introduced by the firm known here as "Bezanos."

The native is a cross-breed between the Japanese and Native grain cross-breed. Sebzevar or Khorassan grain; the cross seems to have been effected some 15 to 20 years ago, and has ever since produced a certain result. never very good, but it has remunerated the cultivators sufficiently to pay expenses and yield a small profit. The grain collected in this manner is done with no care, and no system is followed. All the grain produced by moths is collected, and each "tilimbar"* is supplied with 5 ounces or 30 miskhals of grain.

A tilimbar of the average size measures 24 feet by 15 feet. Size of The worms are reared much too closely packed and do not get tilimbars. sufficient food; the resultant cocoons are very small and of indifferent quality. They are of different colours.

It requires 16 batmans of native cocoons to produce 1 batman 16 of cocoons of raw silk. to 1 of silk.

The year 1892 was a good one for this silk, and 1893 better.

Three years ago M. Bezanos, a Greek silkworm grain M. Bezanos. merchant, presented himself at Resht with a parcel of grain produced at Broussa, in Turkey, under the supervision of his own firm.

This grain was produced according to the Pasteur or cellular Importation system, until then unknown in Ghilan. M. Bezanos offered this of cellular grain for sale, but his price was so far in excess of the price grain. usually paid at Resht that no purchasers could be found.

He then gave the seed out to different owners of tilimbars, Given out on stipulating that a third of the cocoons produced should be given produce. him in return. The first year the venture was a failure, from a financial point of view, although the grain produced excellent results. This was owing to the small quantity of grain put out.

The second year the result was better, but from want of Results. machinery and proper arrangements he was obliged to sell his cocoons to the only steam spinning factory at Resht; that of Haji Mohamed Hassan, the late Mintmaster, who purchased the cocoons at an excessively low price, *i.e.*, 16 krans per batman (or Prices realised at Resht. about 8s. 6d. for 13 lbs.).

This year (1893) the Greek firm gave out grain for about 4,000 tilimbars. They only give 2 ounces for each establishment, and natives used to their system complain that it is not sufficient, but the Greek firm hold that the quantity supplied is ample with a view to the production of large and good cocoons.

From the observations of several owners I have ascertained Results in that tilimbars under the most favourable conditions produced 1893. between 15 batmans and 16 batmans of cocoons (195 lbs. to 208 lbs.), but the average was between 7 batmans and 8 batmans (90 lbs.

* Thatched huts elevated on piles in which silk-worms are reared.
(1676) A 3

to 104 lbs.). It also appears from these gentlemen's observations that the minimum produced by a tilimbar was between 3 batmans and 4 batmans.

Very few
worms were
diseased.

Native
attempt
to raise grain
from Bezanos
worms.

Unsuccessful.

Natives prefer
taking on
produce to
purchasing.

8 of Bezanos
cocoons
to 1 of silk.

Of the grain supplied by this firm very little disease was observed, though some was discovered here and there.

The natives having found the yield of 1892 good, had obtained grain from it, but of course without any system, least of all that of Pasteur. The yield of cocoons from this grain was found unsatisfactory, and persons interested in sericulture are willing for the future either to purchase grain, if satisfied that it is of good quality, but will take it by preference on produce as they have done during the last two years. This system affords them several advantages.

I understand that, as worked at the factory at Resht, it requires 8 mans of the Bezanos cocoons to produce 1 man of silk—that is to say, $\frac{4}{5}$ of a man of pure silk, which is sold at 35 tumans per man, and $\frac{1}{5}$ of a man of las, or frisons, at 8 tumans per man.

This year the Greek firm have established temporary premises for killing chrysalides and drying the cocoons; these they intend to pack up in bales and forward to Europe, there to be sold in the best markets, presumably at Marseilles.

Difficulties of
M. Bezanos.

M. Bezanos, who is associated with the firm of Pascalidi Brothers, of Broussa, has had much difficulty to contend with, and it is mainly due to his perseverance during three years, his knowledge of the East, and the habits of the natives, as also to his linguistic talents, that he has succeeded in his undertaking. I would venture to predict that no firm or persons without these special advantages, together with the same experience, could at present compete with M. Bezanos at Resht.

The principal object in this business is to establish confidence in the native mind, an object that M. Bezanos, with his three seasons of trial, has only partially succeeded in obtaining.

Conclusions.

M. Bezanos' venture shows clearly that if the silkworms were reared in proper establishments, as in Europe, and if no speculation was made in process of "education," this industry should be a very remunerative one.

The year 1893 was excellent for sericulture; there was hardly any rain during "education," and mulberry leaves were abundant.

Frisons.

This industry, which had during late years been almost abandoned in favour of rice and cigarette tobacco in this province, will, it is predicted, be resumed with renewed energy.

Prices
prohibitive.

Frison, known in Persia as "las," which is the refuse of the silk when spun, is the only kind that was ever largely exported to Europe from Resht. It is a remarkable fact that this kind of silk cannot be purchased now, the prices ruling the market being absolutely prohibitive.

An agent of a European firm lately sent here to see what could be done in frisons, informed me that at the present prices it is impossible to purchase any. Yet purchasers are found.

Native merchants of Tabreez, who buy cotton goods at two and three years' credit from English firms in that city, arrive with their unpaid goods that they sell at Resht at a loss, and they then purchase raw silk and frisons at high prices. It must be admitted that a number of these merchants pass through the bankruptcy court (or what stands for it) before the three years' grace have elapsed.

Native
merchants
purchase on
barter system.
Numerous
bankruptcies.

Colonel Trotter's remarks in his report on the trade of Beyrout (No. 1279, Annual Series), regarding bankrupts, apply almost word for word to this country. He says:—"Generally speaking, business here is not carried on on sound principles, chiefly owing to the excessive competition among native traders. Goods are often actually sold below cost price, and the Manchester business is chiefly in the hands of men who live on the verge of bankruptcy, and who are reduced to that state by the slightest disturbance in the trade. . . . These bankruptcies are nearly all managed in such a way as to be eventually profitable to the bankrupt, who pays some 5 per cent. or 6 cent. or less, and is then discharged. A trader who has recently been bankrupt is considered a good man to do business with for the next few years. . . . Most bankruptcies here are fraudulent, and they are effected with perfect impunity. As a rule, it is not advisable to go before the local courts to enforce a debt; it will usually be found more economical in the long run to accept any private composition that can be made."

Same system
followed as in
Beyrout.

No better description could be given of the *modus operandi* of the Tabreez merchants who trade in Resht.*

Rice.

The export of rice from this province has made such strides during recent years that I have thought it worth while making a tabular list of the amounts yearly exported. These I have compiled from the reports of this Consulate. Unfortunately, there is a large gap between 1879 and 1892, when no Consul resided at Resht. From this table it will be seen that the export has almost doubled during the last 12 years. Since 1874 it has increased over six-fold. It will also be remarked that the export has almost all been diverted to Russia, and comparatively little finds its way to the interior of Persia. This is probably attributable to the fact that there is an ever-increasing demand for this commodity in Russia, where higher prices are offered as the exchange with Persia increases. On the other hand, the rice consumed in Tehran and the interior of Persia is probably procured from Mazanderan, which is a caravan journey of four days only, whereas Resht is twelve days from the capital.

Increase of
export.

Export almost
entirely
diverted to
Russia.

Supply from
interior
probably
comes from
Mazanderan.

* I append herewith, under separate cover, samples of raw silk of two qualities, frisons, spun silk, and pierced and boiled cocoons, together with the prices ruling the market at the present day. (Forwarded to Imperial Institute.—Ed.)

Advantages of cultivation of rice to Ghilanes.

Used as food for people and horses.

Straw used for thatching houses.

Experience has shown the Ghilanes the advantages of the cultivation of rice over other products tried hitherto; they have learnt the many uses to which this product may be put.

They live almost exclusively on rice themselves. They feed their horses on rice straw and the rice in the husk, which replaces oats given to horses in Europe and barley in the highlands in Persia.

The peasants thatch their houses with the straw.

Besides these, whatever they grow in excess of their wants finds a ready market at Resht for export to Russia.

TABLE showing the Quantities of Rice Exported from Resht since 1874.

Year.	Sterling.			Currency.	Remarks.
	To Russia.	To Interior of Persia.	Total.	Price per Kuti.	
1874	£ 20,000	£ 19,800	£ 39,800	Kr. sh. 4 0	Rate of exchange, 25 kr. per li. Exchange between 1875 and 1879 varied from 25 kr. per li.
1875	18,000	15,600	33,600	4 0	
1876	23,080	23,845	46,925	3 7	
1877*	8,000	20,000	28,000	4 0	
1878	23,076	40,380	63,456	} Rose to 6 kr.	Rate of exchange, 38 kr. per li.
1879	65,384	76,920	142,304		
1892-93... ..	234,200	15,600	249,700		

* This year owing to the plague in Ghilan very little rice was exported to Russia.

Manchester Cotton Goods.

Having occasion to obtain the opinion of a specialist on this subject, I cannot do better than embody his remarks in this report.

Three-quarters of cotton goods come from Manchester.

Goods exchanged for frisons, rice, &c.

Manchester goods will hold their own.

This gentleman says that in spite of the close proximity of this province to Russia and the cheap cost of freight by water, he has reason to suppose that three-quarters of the cotton goods (prints and greys) which are consumed in Resht are of Manchester make. The greater part of these goods are brought to Resht from Tabreez, and a small portion comes viâ Baghdad. These cotton goods are not often sold for cash by the native merchants, but generally exchanged for Resht products, such as frisons and rice. The Tabreez merchants who deal in this manner send the silk to Tabreez, where native factories exist, the frisons to Constantinople, and the rice to Tabreez for local consumption.

In spite of the premium the Russian Government is allowing to exporters of Russian cotton goods, my correspondent does not believe that trade in English cotton goods will lose its place in Persia, Meshed excepted. Some Russian manufacturers from

Moscow consigned several hundred bales of printed cotton goods in the year under review to Tehran and Tabreez, but these goods, it is understood, were eventually sold at a heavy loss.

Importers of Russian cotton goods would, perhaps, beat the English cotton trade in northern and eastern Persia if they could afford to sell at long credit, as is the case with the English firms.

As in Russia manufacturers themselves have to pay 12 per cent. interest for loans, he says, it is difficult to see how they can do business with Persia, where cotton goods are generally paid after at least 8 to 10 months. When goods are paid for within these periods, however, the purchasers obtain discount, the goods having been sold at much longer credit. I understand that all the most reputable Persian merchants avail themselves of this arrangement.

It is, nevertheless, an indisputable fact that Persian merchants, with very few exceptions, have very little capital of their own, and, as a consequence, they will almost invariably, in purchasing goods, give the choice to those which they can obtain at the largest credit even if the prices are a little higher.

Russian importers have had during the last two years great difficulties in the way of remitting their funds owing to the depreciation of Persian currency.

Generally speaking, English cotton goods are preferred in Persia, and fetch higher prices than Russian, as they are more suited to the Persian taste. Russian prints are generally better in quality, but narrower than English prints.

"Grey goods" are not known to have even been imported from Russia.

Last year (1892) nearly 2,000 bales of English cotton goods (greys and prints) were imported in Resht; 500 of these came by Baghdad and Ispahan, and the rest via Tabreez.

My correspondent does not think that more than 1,000 bales of Russian cotton goods were imported for consumption in Resht and Tehran in 1892.

This gentleman's remarks, it will be seen, materially agree with the statements contained in the section dealing with the cotton industry of Russia in Mr. J. Mitchell's interesting trade report for 1892 (No. 1275 Annual Series).

Wood—Timber.

Very little use is made of the vast resources of the immense forests that cover the northern slopes of the Elbourz range which lie in the three Persian provinces of Ghilan, Mazanderan, and Astrabad.

Firewood is cut, for local use of course, and charcoal is made, which is also sent to Tehran on one side, and to a certain extent to Baku and other ports of the Caspian on the other, but that is comparatively nothing.

Moscow cottons imported but sold at a loss.

Russian traders cannot afford to sell on long credit.

Natives always prefer to purchase on long credit.

Difficulties in remitting funds.

English cotton goods preferred. Russian goods of better quality but narrower.

Quantity imported in 1892.

Very little wood or timber cut in forests.

Firewood and charcoal for local consumption.

A little charcoal exported to Russia.

Boxwood.

Boxwood of
Tenekaboun
cut down for
England.

The firm of Koussis and Theophilactos, Greek merchants who have settled down in Persia and have become naturalised in that country, export large quantities of boxwood yearly from Tenekaboun, a district in Mazanderan.

This cutting down of the boxwood forests of Tenekaboun has been going on for the last 20 years and does not show signs of giving out for some time.

A Greek firm
have
monopoly.

This firm has obtained a contract for the exclusive right to cut boxwood in that district. Much of this wood is exported to England.

Very little boxwood is now to be found in Ghilan or Astrabad, the supply being exhausted.

Loupes.

Loupe cutting
in Talish.

For some 15 years the industry of loupe cutting has been successfully carried on in Talish, a mountainous district on the Caspian coast between Enzelli and Astara, besides other places along the hills at the back of Resht.

It may not be uninteresting that I should explain the process, as this industry is uncommon.

Industry in
hands of
Russian
subjects.

Loupe cutters are mostly Russian subjects who come to these parts accompanied by their special workmen, who bring their appliances with them. The loupe is an excrescence found on walnut trees of great age and said only to affect trees growing on rocky or mountainous soils.

Price paid for
on the spot.

I am informed that at first loupers were wont to purchase this commodity at the price of two tumans per walnut tree, taking as much as they wished and either destroying the parent tree or not as they chose. This price at the time amply satisfied the owners of trees who derived little or no profit from them previously, they, however, by degrees discovered the value of these loupes and the price increased year by year. The Talish proprietors now refuse to sell their loupes in that manner, and obtain so much per pound of wood extracted. The price this year is 2 tumans per pound, the loupers paying on the spot, weighing the wood they carry away, this they cut into large blocks, each block forming half a bullock or buffalo load. The expense of transport, customs, &c., is borne by the exporter.

Decrease of
supply.

In previous years loupes were found in accessible places weighing 20, 30, and even 40 pounds each, but now the average ones weigh from 4 to 5 pounds only. Even thus, as the price has increased so considerably, 10 tumans is obtained by the owner of a good tree which, for him, is a handsome profit.

Difficulties of
loupers.

The louser, on the other hand, has more and more difficulties to contend with. The price having risen so much and the loupes becoming rarer close to the coast, they have to obtain them further inland, in less accessible places where wheeled traffic is an impossibility and where only bullock tracks across the mountains

No roads.

exist. They nevertheless continue working this business, which proves that it yields a fair profit. Most of the loupes are exported to France and England, via Russia.

I may add that once these loupes are in the hands of the manipulator in England or France they are used for veneering purposes. The block is steamed to a very high degree, the effect of which is to render the wood of the substance of cheese, when in that state a large blade cuts off sheets of the thickness of paper. I understand that every inch of thickness produces one hundred sheets for veneering purposes. The natural designs on the best samples are very beautiful. One loupe has been known to fetch as much as 800*l*.

Only walnut loupes are exported from these provinces, but I understand that other trees, such as the oak, produce these excrescences. It might be worth while cutting them if the price obtainable in England would be found sufficiently remunerative by the louter.

Fisheries.

The fisheries on the whole of the Persian coast of the Caspian are farmed by M. Leonozoff, a Russian subject of Armenian extraction, for the sum of 64,000 tumans (16,800*l*.), which he pays to the Shah. This person has farmed these fisheries for the last 20 years, and fears no rival in his business. He has just received the First Class or "Grand Cordon" of the Persian Order of the Lion and Sun on the renewal of his contract for a number of years. He disbursed a large sum of money for this purpose.

M. Leonozoff employs a great number of men at his large establishments at Enzelli and at the mouth of the Sefid Rood. These establishments send out fishing expeditions, and sturgeons and other fish are caught.

Enormous quantities of caviar are exported to Astrakan every winter and spring by this establishment, where they are prepared and put into tins and placed on the market, the greatest consumption of course being in Russia, where no gentleman's table is unprovided with caviar for "zakuska" all the year round.

Several other kinds of fish are caught here and salted and exported to Russia.

The lesser rivers Leonozoff sublets to Persians and Armenians. The small rivers running into the Enzelli Murdab are sublet to the Beglerbegee for a sum of 12,000 tumans a year.

All the fisheries between the Sefid Rood and Chekishler (or the frontier on the south-east coast of the Caspian) are sublet to an Armenian named Gulamoff for a sum of 35,000 rs. (3,500*l*.). This man exported 12,000*l*. worth of fish and caviar last year, he having to defray working expenses that would come out of that.

Merely to show the enormous quantities of fish caught in these Caspian rivers, I might mention that in the spawning season a sort of dam is constructed of branches and piles across the rivers to prevent the fish going further up. Here at the sides there are places contrived projecting further up the river for about a

Loupes used for veneering purposes. Process of steaming.

Only walnut loupes exported. Said that other trees produce loupes that might be worth exporting.

Farmed to a Russian for 16,800*l*. a year.

Establishments at Enzelli and the mouth of the Sefid Rood. Sturgeon caught. Caviar exported.

Other kinds salted and exported to Russia.

Lesser rivers sublet to Persians.

Sums paid by Beglerbegee. Gulamoff.

Mode of catching sefid mabi going up rivers to spawn.

couple of yards, where the fish imagine they can get through, and there they congregate in large numbers, and are ladled out with a kind of large landing net.

20,000 to
30,000 caught
per day.

In the best season, March and April, as many as 20,000 to 30,000 fish of the sefid mahi species are caught a day in one river alone, close to the landing stage at Peri Bazar.

Sturgeon and
somme
unlawful for
Mussulmans.

The sturgeon and the somme are considered unclean by Mahomedans, and these are caught exclusively for Russia by Leonozoff. The sefid mahi and sim are lawful; these are not appreciated by the Russians and are caught exclusively for Persia. These fish are eaten both fresh and dried, but mostly dried and salted. They keep well, and together with a peculiar kind of dish of rice known in these parts as "ketteh chelan," comprise the staple food of the province.

Sefid mahi
and sim
approved of.
Salted and
dried.

Staple food
of province of
Ghilan.

About 1,000 loads of dried fish are exported to the interior of Persia every year.

Other Native Products.

Of native products that grow, but are little utilised there, are sugar-cane and hops.

Sugar-cane.

Exported to
interior.

About 1,000%
worth in 1892.

This grows both in Ghilan and Mazanderan, and a coarse kind of brown crystallised sugar is extracted. Of this some 500 loads were exported to the interior of Persia last year. It is valued at 75 krans per load, making a total of 3,750 tumans, or a little less than 1,000% for the whole trade of Ghilan for a year in this branch, which might with proper appliances and machinery be enormously increased.

Russian refined sugar in loaves is reckoned to be worth 150 krans per mule load.

Hops.

Hops grow
wild.

Cultivation
should be
lucrative.

Ready
market
should be
obtainable in
Russia.

Hops grow wild in the jungle, and are not collected. The thickets lining the main roads outside Resht are covered with hop plants, and in September and October the blossoms present a very pleasing effect. The few Europeans in this town collect the hops required for making yeast for their own use from these plants. The cultivation of hops should be a very lucrative business in this province. The cost of export to Russia would be trifling, and a good market should be obtainable, say at Astrakan, where large breweries exist.

Navigation.

There is very little to add to the information I gave in my last report on this head.

A new line of trading steamers runs along the south coast between the ports of Astara, Enzelli, Meshedi Ser, and Gez; they are supposed to touch at each port weekly and are fairly regular.

A new line on south coast.

The Caucasus and Mercury line of steamers run regularly, touching at Enzelli every Friday. This, however, only until November 13, when the fortnightly winter service commences.

Winter service mail steamers commences November 13.

This company possesses a large steam launch at Enzelli that navigates the Murdab or lagoon, and also goes out to the mail steamers.

Steam launches on the Mur lab.

Leonozoff's fishing establishments also possess a steam launch for their own use.

A new, and, I understand, fine launch, which might even be styled a yacht, has recently arrived at Enzelli, which is the property of His Majesty the Shah. It was purchased in Norway.

The New Russian Transport Company, under the direction of Mr. Bostellmann, are also expecting a launch for their business.

The Beglerbegee also possesses an antiquated concern that goes by steam on the Murdab.

There are, therefore, at present four steam launches on the lagoon, and one more is shortly expected.

Public Health.

The town of Resht is absolutely unprovided with any sanitary arrangements whatever; indeed, everything tends in the opposite direction.

No sanitary arrangements.

The privies that exist in each house (this is a town of between 30,000 and 40,000 inhabitants) are mere wells, more or less deep, which have no exit. Drinking water is obtained from wells sunk within 10 to 20 yards of these privies, according to the space in each house, but a good deal is on chance. Water is found at from 5 to 10 feet from the surface. All this must naturally cause the water to be contaminated, hence fever and cholera germs. There are no sewers, and although gutters exist in some streets they are worse than useless, for they have no means of carrying away the accumulated water, and consequently they are oftener than not full of a stagnant green liquid. The rubbish out of kitchens and stuff that goes into the dust-bin at home, here is thrown out in certain corners of streets and open spaces, where it is allowed to accumulate. Ponds have been artificially made where water out of the gutters accumulates, and when in winter it freezes, this filthy muddy water is turned into ice and collected in the ice-houses for consumption the following summer. Bacteriologists would have ample employment in examining the ice universally consumed here, and they would probably be horrified with the results.

Drinking water contaminated.

No sewers
Gutters worse than useless.
Rubbish heaps in corners of streets and open spaces.
Ice obtained from contaminated water.

In these circumstances it is to be wondered at that, once the germs were brought into the country, cholera should have spread such havoc?

The result—cholera.

Origin of
cholera in
1892.

Defective
quarantine
arrangements.
Russian
subjects
exempted
from.

Height of
epidemic
from July to
August.
Observations
of Russian
medical man
sent to watch
disease.

Persian
Government
returns.

It is, I think, an undisputed fact that the cholera came to Resht from Baku or another Russian port of the Caspian in the summer of 1892. It was brought by sea to Enzelli, and then easily spread to Resht. No quarantine arrangements were made in time, and when orders did come from Tehran, and the Resht authorities endeavoured to put them into execution, the arrangements for housing the persons undergoing quarantine were so inadequate and defective that the Russian Consul refused to permit persons under his protection to be subjected to it.

The epidemic was at its height from July 24 till the end of August. It was observed by a Russian medical man, sent by his Government to watch the effects of the disease at Resht, that there was a marked difference between the death rate of the men and women, the latter by far surpassing that of the former. This is ascribed to the fact that the women work in the rice fields, having their feet all day in the liquid mud almost up to their knees, and to their being generally made to work more than the men, and that on a very poor diet.

The annexed diagram, carefully drawn up by Dr. Loris-Melikoff, shows the death-rate daily at Resht and Enzelli during the prevalence of the epidemic. His total amounts to 1,050 for the town.

The following list of the deaths from cholera in the districts under the Government of Ghilan was supplied me by the Prince Governor:—

	Number of Deaths.
Lahijan and districts	1,900
Langarood, Roodiser, Ranekuh, and districts	2,850
Foumen, Toulem, Masouleh Gesker	1,650
Enzelli and Tawalesh	2,200
Villages round Resht	1,400
Total	10,000

Which cannot
be relied
upon as
absolutely
correct.

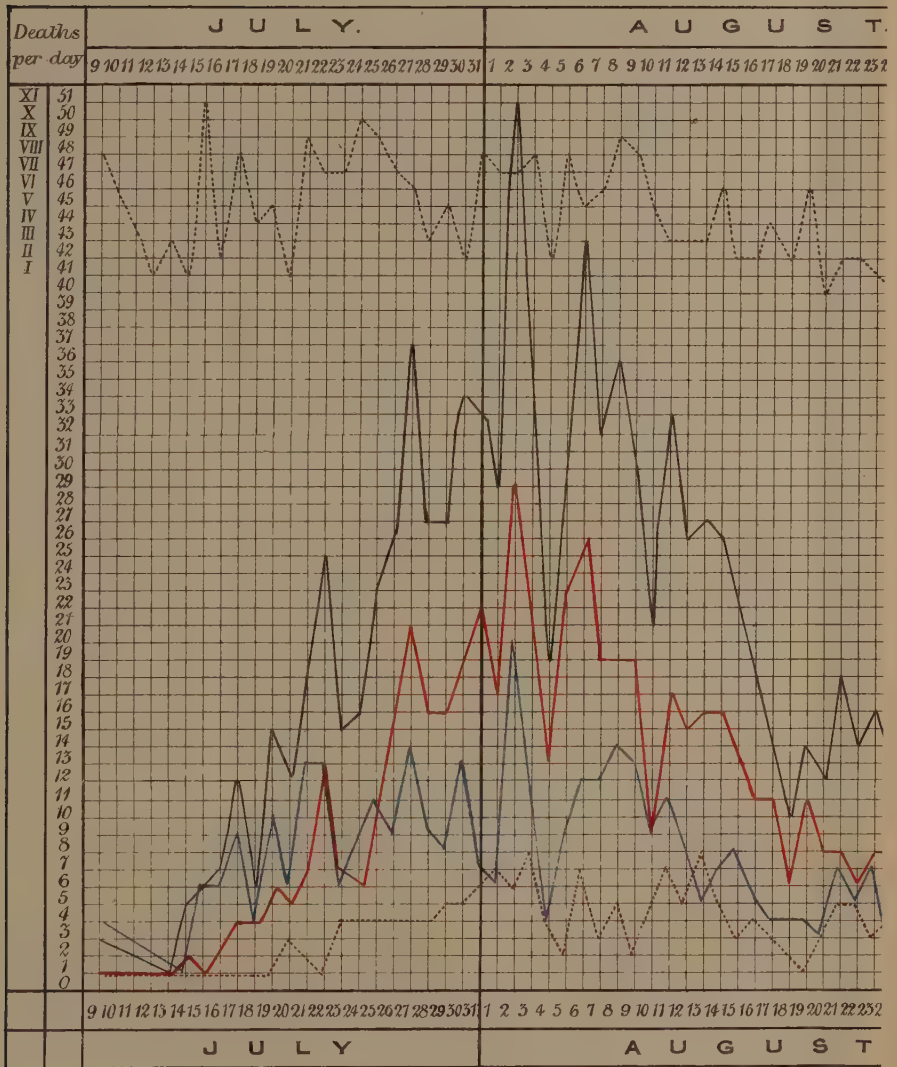
The Resht Government returns show 2,820 deaths for Resht itself, but I should be inclined to think them somewhat exaggerated. As there are no possible means of checking them, I give them for what they may be worth.

Public Works.

New road
concession.
M. Poliakoff
at the head.

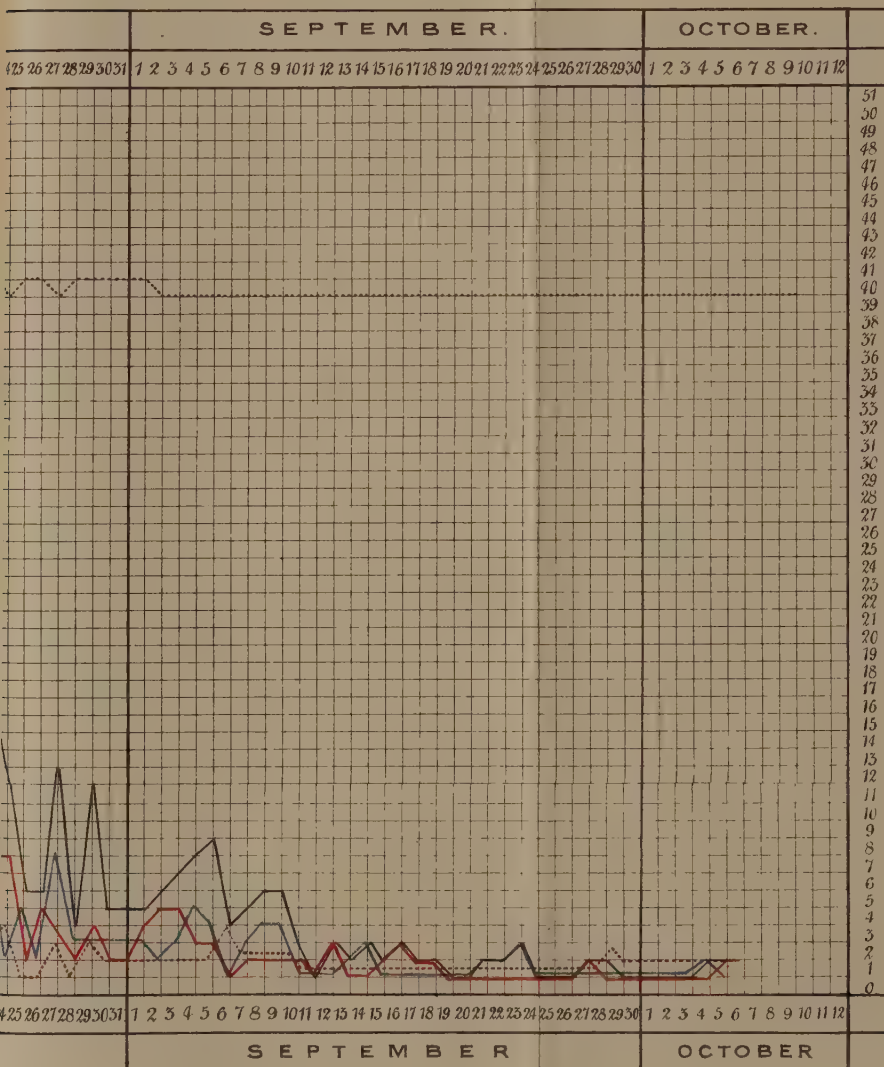
Nothing new in this line has taken place since my last report, but a company, at the head of which figures the name of M. Poliakoff, a well known name in Russian railway concerns, has obtained a new concession from His Majesty the Shah for the construction of a first-rate carriage road between Resht and Cazveen.

DIAGRAM SHOWING DEATH RATE FROM CHOLERA /



— DEATHS AT RESHT IN GENERAL.
 — DEATHS OF WOMEN AT RESHT.
 — DEATHS OF MEN AT RESHT.
 DEATHS OF CHILDREN AT RESHT.

AT RESHT AND ENZELLI IN THE SUMMER OF 1892.



..... DEATHS AT ENZELLI.

Surveys are being rapidly pushed in order to complete the work with the greatest expedition, and we are promised the completion of the road by the end of 1894.

Completion of road promised in course of 1894.

Telegraphs.

The telegraphs have worked a good deal better since my last report between this and the capital. A new line has been constructed between Resht and Astara on the Russian frontier, which promises to be useful under the condition that telegrams are sent in a European language. There seems to be some difficulty on that point at present.

Telegraphs. New line to Astara on Russo-Persian frontier.

I should have stated in my previous report that this town is also connected by a special line with Tenekaboun in Mazanderan.

Line to Tenekaboun also exists.

Banks.

The Imperial Bank of Persia opened a branch at Resht in May last, under the management of Mr. A. G. Basil. The convenience felt by the opening of this branch has been much appreciated by Europeans and persons doing business with Europe. It takes time for natives to appreciate the benefits of a bank, but they are slowly waking up to it.

Opening of branch of Imperial Bank of Persia at Resht.

General Remarks.

A description of a provincial Government in Persia can never be more than a repetition, more or less elaborate, of previous reports, for no changes have been effected in the system for at least 250 years. A more bold man might double the period and possibly still be within the mark. As, however, no such description has appeared in a Resht report for a good number of years, I may perhaps be permitted to allude briefly to the matter here.

Administration of province. Brief description of.

I have found an admirable description in a Resht Consular report for the years 1874-5, from which I cannot do better than take some extracts:—

“Nothing can be more simple than the organisation of a provincial Government in Persia. In reality no Government at all exists, the only functions of the ruling power being apparently the collection of the taxes.”

“When a Governor is appointed by the Shah to one of the provinces he takes upon himself the payment of the taxes, and it is his business to collect them the best way he can with the aid of his farrashes, his personal guard, and employés.”

I should here add, however, that during recent years His Majesty the Shah has found it necessary to add to his revenue, and the means found for the purpose have been that every year at the Now Rouz Festival (or vernal equinox) all the Governors of provinces must be reappointed.

New system adopted by Government for increasing His Majesty's revenue.

After this digression I will return to the above description.

"No police of any regular description exists in the provinces, but the power of a farrash is paramount, and when he is deputed by his chief to any quarter to enforce an order, the servant develops into a man of much consequence.

"The province of Ghilan is subdivided into districts, at the head of which are appointed Lieutenant-Governors, responsible to the Governor of the province for the due collection of the taxes."

List of districts, and taxes levied in each. Increase of taxation.

Sterling value diminished by 10,000*l.* notwithstanding. New survey and revision took place in 1884. Lahijan reduction owing to silkworm disease. Leshtinishah a newly-developed district.

I append a list of the different districts and the amount of taxation imposed on each. I have added a comparative column showing the taxes as levied in 1874-5 as compared with the present day. It will be seen that since 1874-5 the taxes of Ghilan have been increased by 43,600 tumans, but owing to the depreciation of the currency in Persia the sterling value of the taxes has diminished by 10,200*l.* A revision of the taxation and a new survey took place in 1884 in this province. The Mushir es Sultaneh, the present Governor of Ghilan, was charged with that undertaking.

I may here state that the reduction of the taxation of Lahijan by 17,000 tumans was due to the great losses sustained by that district in the disease that attacked the silkworms, and that reduced that district from one of the richest in the province to one of the poorest. It is a sad sight to see all the fine brick houses in that town in ruins from want of means to repair them.

Leshtinishah is a newly developed district at the mouth of the Sefid Rood.

District.	1874-75.		1892-93.	
	Currency.	Sterling.	Currency.	Sterling.
	Tumans.	£	Tuman.	£
Resht	43,000	17,200	45,000	11,800
Lahijan	46,000	18,400	29,000	7,890
Fomen, Toolem, Masoolah	36,000	14,400	37,800	9,900
Gesker	6,000	2,400	7,500	1,950
Tawalish—				
Kerganrood	1,500	600	11,000	2,850
Rest of Tawalish			16,000	4,200
Sheft	6,000	2,400	15,200	1,360
Mengil, Amarloo, Rahmetabad	7,000	2,800	7,000	1,830
Leshtinishah	..	..	9,500	2,500
Langarood, Ranekooh, Roodiser	7,000	2,800	14,400	3,780
Delliman	6,000	2,400	3,000	780
Crown lands	..	..	11,700	3,070
Miscellaneous	..	..	5,000	1,300
Total	153,500.	63,400	202,100	53,200

The returns herewith transmitted show a sum of 364,350*l.* as the imports from Russia at Enzelli, the principal items of which are sugar, cloth, and piece-goods, and petroleum. The exports from Enzelli amount to 418,300*l.*, showing an excess of 53,950*l.* of exports over the imports. This is accounted for by the large exports of rice from this province.

Of the trade between Resht and the interior a great deal is in transit. A sum of 317,000*l.* odd is shown as imports from the interior to Resht as against 510,000*l.* from Resht to the interior.

Of this sum about 170,000*l.* worth is the produce of Resht itself, such as rice, "red shiker," frisons and silk (raw), cigarette tobacco, loads of private individuals (of which I take about half to be the produce of Ghilan), dry and salt fish, and boxwood. The transit trade, therefore, would amount to a sum of some 340,000*l.* as emanating from Russia.

Of the imports to Resht from the interior about 200,000*l.* goes in transit to Russia and 115,000*l.* worth is consumed in the province.

As I have already stated in my previous report, no statistics exist in Persia, and these figures must be taken as approximately correct.

I have reason to believe Return V to be fairly accurate. It includes everything passing through, or coming from Baku for the whole of Persia.

Annex 1.—RETURN of Imports from Russia at Enzelli during the Year 1892–93.

Articles.		Quantity.	Value.	Remarks.
			£	
Sugar in two sized loaves ..	Pouids ..	350,000	178,000	19 kr. to 20 kr. per pound.
Sugar, moist	" ..	122,000	51,350	16 kr. per pound.
Cloth, cotton goods, &c. ..	Bales ..	4,800	63,150	
Glassware, crockery, samovars, and other small articles	" ..	3,000	39,500	
Iron, rough	Pouids ..	10,500	2,200	
Iron, old wheels, nails, &c. ..	Half loads	4,000	1,750	
Petroleum	Cases ..	28,890	22,600	
Naphtha, raw	" ..	"	5,800	
Rifles from Vienna for the Persian Government ..	Cases ..	2,200	Unknown	
Total	" ..	"	364,350	

Annex 2.—RETURN of Exports to Russia, viâ Enzelli.

Articles.	Value.	Remarks
	£	
Rice	234,200	Produce of Ghilan
Cotton, raw	27,900	From Cazveen and other places in interior of Persia
Wood for fuel, carpentering, charcoal	13,600	Produce of Ghilan
Kham Khalab, other stuffs, dried fruit and spices	92,100	All these articles are known by the generic name of "Takhah" and are from the interior of Persia
Tumbekee, from Shiraz (to- bacco for Kalians and ordi- nary pipes)	39,500	From interior of Persia
Dyes, indigo, &c.	11,000	
Total	418,300	

Annex 3.—RETURN of Imports from Interior to Resht (including Goods for Consumption in Ghilan as well as in Transit for Russia and Europe).

Articles.		Quantity.	Value.	Remarks.
			£	
Cloth, cotton goods, gold braid, Kham Khalab	Loads .	1,600	6,300	Partly for Russia.
Dried fruit, spices, known as "Sakah" ..	" ..	10,000	105,250	Mostly goes to Russia.
Cotton, raw	" ..	4,500	23,650	Mostly goes to Russia.
" spun	" ..	730	4,800	
Flour	" ..	950	9,500	From Hamadan.
Gums	" ..	1,000	8,500	
Ghi, or clarified butter	" ..	2,000	15,800	Consumed in Ghilan.
Dyes, indigo, &c. ..	" ..	4,950	19,500	Greater portion for Russia.
Loads of private indi- viduals, &c. ..	" ..	4,500	47,350	
Fruit, olives from Rood- bar	" ..	4,630	6,100	Consumed in Ghilan.
Soap and cheese, &c. ..	" ..	1,000	3,950	Consumed in Ghilan.
Salt	" ..	1,000	395	Consumed in Ghilan.
Tumbekee, and pipe tobacco from Shiraz for "Kalian" and "Chibouk"	" ..	8,700	45,800	Mostly to Russia.
Carpets, &c.	" ..	300	5,500	
Sheep	Head ..	35,000	13,600	Consumed at Resht.
Rosewater	Loads ..	200	1,050	
Total			317,045	

Annex 4.—RETURN of Exports from Resht to the Interior
(including the Produce of Ghilan and Goods in Transit from
Russia).

Articles.	Quantity.	Value.	Remarks.
	Mule loads.	£	
Sugar	53,300	210,500	From Russia.
Petroleum	8,000	21,000	From Russia.
Naphtha, raw ..	500	195	From Russia.
Rice	12,000	15,500	Produce of Ghilan.
Iron	4,000	8,400	From Russia.
Red shiker (moist sugar, native produce from sugar-cane) .. .	500	980	Native.
Silk, raw	900	94,700	} Goes to Kasban, Yezd and Tabreez.
Kej, las and cocoons ..	800	19,650	
Tobacco, cigarette ..	1,500	15,700	
Loads of private indi- viduals	3,000	39,500	
Cloth and other stuffs ..	2,000	79,000	From Russia.
Dry and salt fish ..	1,000	3,150	From Ghilan.
Boxwood for combs, &c.	800	2,100	From Ghilan.
Total	..	510,375	

Annex 5.—RETURN of Imports from Russia to the whole of
Persia in 1892, viâ Baku.

Articles.		Quantity.	Value.
			£
Barley	Pouids..	7,282	369
Rice	" "	109	15
Flour	" "	4,292	490
Salt	" "	16,100	139
Refined sugar in loaves ..	" "	788,212	354,000
Moist sugar	" "	416,842	150,670
Tobacco	" "	400	1,118
Wine	" "	6,259	378
Beer	" "	524	78
Leather	" "	1,104	316
Silk	Lbs. ..	658	280
Chalk	Pouids..	665	110
Lime	" "	1,075	48
Iron	" "	74,772	11,889
Petroleum	" "	705,161	23,249
Soap	" "	1,062	402
Apothecaries' goods	" "	5,776	1,080
Miscellaneous goods	" "	1,685	534
Crockery, &c.	" "	21,510	6,837
Cast-iron	" "	18,425	1,422
Stationery	" "	58,257	117,400
Miscellaneous	" "	4,688	2,650
Total	..	..	673,499

STATEMENT of Current Prices in Resht for the Year 1893.

Articles.			Currency.	Sterling.	Remarks.
			Kr. sh.	s. d.	
Raw silk	Per batman ...	{	120 0	60 0	These are the average prices prevailing at present, they vary according to quality within 10 kr. to 12 kr. of the prices quoted.
			to	to	
			170 0	85 0	
Hunks and refuse, "frisons," "las,"	"		46 0	23 0	About 60 lbs.
Kej, or "Bourre de soie," spun silk ...	"		130 0	65 0	
Cocoons	"		70 0	35 0	
Rice	Per kuti ...	{	8 0	4 0	Of 25 mans (2 cwt. 36 lbs.)
			to	to	
			10 0	5 0	
Wheat... ..	Per batman ...		1 2	0 6½	Containing 1½ pints.
Barley	Kharwar of Enzelli ...		20 0	10 0	
			1 8	0 8½	
Flour	Per batman ...		2 10	1 3	According to amount of work.
Olive oil	Per bottle ...		4 10	2 3	
Wool	Per batman ...		8 0	4 0	
Cotton	"		12 0	6 0	36 lbs.
Tobacco	"		8 0	4 0	
" Isphahan and Kashan	"		6 10	3 3	
Soap	"		5 0	2 6	According to amount of work.
Dried fruit	"		15 0	7 6	
			to	to	
Embroidery	Per sq. yard ...	{	25 0	12 6	According to amount of work.
			60 0	30 0	
			15 0	7 6	
Oxen	Per head ...		0 14	0 4½	36 lbs.
Sheep	"		1 0	0 6	
Chickens	"		0 14	0 4½	
Fowls (laying) ...	"		5 0	2 6	36 lbs.
Ducks	"		3 0	1 6	
Mutton	Per batman ...		12 0	6 0	
Beef	"		14 0	7 0	36 lbs.
Butter	"		1 0	0 6	
Ghi, or clarified butter	"		28 0	14 0	
Eggs	Per 20 ...		4 0	2 0	36 lbs.
Firewood	Per 1,000 logs ...		6 0	3 0	
Charcoal	Per horse-load ...		1 2	0 6½	
Petroleum	Per pond ...		1 4	0 7	36 lbs.
Candles	Per packet of 1 lb. ...		8 0	4 0	
			5 10	2 9	
Bread	Per batman ...		5 0	2 6	36 lbs.
Loaf sugar	"		0 8	0 2½	
Moist sugar	"				
Tea, ordinary quality	Per lb. ...				36 lbs.
Salt	Per batman ...				

NOTE.—Exchange in November at 40 kr. per £.

The average rate of wages has not changed since my last report.

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1893.
ANNUAL SERIES.

No. 1185.

**DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.**

PERU.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF CALLAO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1016.

*Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.*

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PERU.

CALLAO.

Acting-Consul Wilson to the Earl of Rosebery.

My Lord,

Callao, February 25, 1893.

I HAVE the honour to enclose to your Lordship my Report on the Trade and Commerce of Callao for the year 1892.

I have, &c.,
(Signed) GEORGE G. WILSON.

Report on the Trade and Commerce of Callao for the Year 1892.

ABSTRACT of Contents.

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Shipping and Navigation.

Shipping
returns.

The number of merchant vessels of all nations entering the port of Callao in 1892 was 1,383, with a tonnage of 636,459 tons. This number includes 789 vessels of under 50 tons register, and 9,084 tons. (See Annex 1.)

Compared with the return for 1891 there appears to be a decrease of 69 in the number of vessels, but an increase in tonnage of 80,896 tons.

The numbers of British vessels entering and clearing in 1891-92 respectively were as under :—

Year.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1891	254	284,984	249	276,873
1892	218	268,565	217	268,463
Decrease	36	16,419	32	18,410

Arrivals and
Departures of
British ships.

Of the 218 arrivals in 1892, 66 came from Great Britain and British colonies, 7 from Belgium, 1 from France, 2 from Germany, 7 from the United States, and 135 from ports on the West Coast of South America.

Of the 217 departures from Callao during the same period, 15 were bound to the United Kingdom or colonies, 7 in ballast to the United States, and 195 to coast ports (see Annex 2).

TABLE showing the Movement of Vessels of War at Callao during the Year 1892.

Nationality.	Entered.				Cleared.			
	Number of Vessels.	Tons.	Crews.	Guns.	Number of Vessels.	Tons.	Crews.	Guns.
Peruvian	4	4,246	408	20	4	4,246	408	20
English	11	24,635	2,244	99	10	22,255	1,949	96
French	4	8,819	1,021	43	2	4,000	422	20
North American	6	19,126	1,746	67	6	19,126	1,746	67
Total		56,826	5,41	229	22	49,627	4,525	203

CALLAO.

Steamship
companies.

The undermentioned steamship companies now run vessels to and from the coast of Peru, via the Straits of Magellan :—

The Pacific Steam Navigation Company (British); the Greenock Steamship Company, Gulf Line (British); Messrs. Lamport and Holt (British); the “Kosmos” Company (German); the Hamburg-Pacific Company (German); Compagnie Maritime du Pacifique (French).

So much competition naturally has the effect of reducing freights, and thus preventing sailing vessels from trading in this direction with general cargoes. Now and then a sailing ship arrives with assorted merchandise from Hong Kong, but the principal cargoes arriving here by such conveyance are coal, lumber, and rice.

These remarks do not apply to the coasting trade, in which several small vessels are employed for the conveyance of wheat from Chile, and other produce of that country and the neighbouring Republics.

Crews.

In the course of the year the following movements in the crews of British vessels have been registered at this Consulate, viz. :—

Description.					Number.
Engagements	..	..	..	..	1,061
Discharges ..	..	..	..	..	1,028
Desertions ..	..	..	..	..	106
Total	..	..	..	..	2,195

Trade and Commerce.

Imports and
exports. †

Returns of the imports and exports at this port not being yet obtainable at the custom-house, I can only furnish the following statement of the classification of cargoes arriving at and leaving Callao in 1892, per sailing vessels, as declared at the office of the port captain, the cargoes by steamers being all considered as general.

Cargoes.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
General cargo	21	14,417	5	3,347
Wheat	30	12,940	..	..
Rice	7	6,520	2	1,218
Sleepers.. ..	9	5,240	2	320
Coal	41	47,850	..	..
Lumber	19	16,902	2	1,439
Nitrate	1	1,860	2	2,673
Empty bottles	2	171	..	..
Ores	..	..	1	572
Old iron	..	..	1	480
Produce of country ..	89	16,857	68	14,289
Ballast	11	5,887	147	103,938
Total	230	128,594	230	128,276

The receipts of the Callao custom-house for the first six months of this year are much in excess of those during the same periods of the six years previous, as shown in the table (Annex 3), and to meet the annual payment of 80,000%. to the Peruvian Corporation the Government has decreed that from January 1, 1893, the duties on all goods imported will be increased by 8 per cent. Receipts at custom-house.

The number of passengers arriving at and departing from the port by sea during the year were as follows :— Passenger traffic.

	Arrivals.	Departures.
Steamer	21,520	17,215
Sailing vessel.. ..	50	291
Small craft	125	126
Total	21,695	17,632

At the close of the year the following freights were quoted, viz. :— Freight.

Articles.	Destination.
Copper produce or manganese	To a direct port, 21s. 3d.
Nitrate	For orders to United Kingdom or Continent, 22s. 6d.
Bread-stuffs	For orders to United Kingdom or Continent, 20s.
Guano	For orders to United Kingdom or Continent (nominal), 25s.

The London and Pacific Petroleum Company (Limited) referred to in my Annual Report for 1890 are still carrying on (1509) Petroleum.
A 4

their work in the north of Peru, and I have ascertained that the total production of the wells at Negritos during the year 1892 has been 185,000 barrels of crude petroleum. Of this quantity 120,000 barrels have been distilled at Talara, and the total quantity of kerosene exported in cases during the year amounted to 592,245 gallons. The imports at Callao from Talara during same period by the Company's tank steamer, "Ewo," were as follows:—

Articles.				Quantity.	
Crude oil	..	..	..	Tons ..	1,205
Fuel..	..	..	..	" ..	7,680
Kerosene	..	..	..	Gallons ..	249,000

Telephone
Company.

The Peruvian Telephone Company (British) with a capital of 20,000*l.*, established in August, 1888, and which in 1890 counted on 596, is now supported by 867 subscribers in Callao, Lima, Chorrillas, Barranco, and La Punta.

Cocaine.

The manufacture of cocaine is carried on at this port by a Mr. Bernard Prüss (German), and the cocoa leaves used in its elaboration are the produce of Huanaco, a province of Peru.

The quantities of this commodity exported during the year are given as under:—

Nationality.				Quantity.	Value.
				Lbs.	£ s.
London	..	..	..	2,672	16,362 0
Hamburg	..	..	..	832	5,710 10
New York	..	..	..	221	1,350 0
Total	..	..	..	3,825	23,422 10

Industries.

Callao has at present 1 brewery, 2 flour mills, 2 saw mills, 2 soap factories, 2 sugar refineries, 2 distilleries, 2 soda water and 1 cocaine manufactories, and 2 engineering establishments independent of the 2 railroad and Pacific Steam Navigation Company's works.

Public Works.

Central
Peruvian
Railroad.

The Peruvian Corporation has extended the Central Peruvian Railroad to Oroya, its originally intended terminus, and in the accompanying table (Annex 4) will be found a list of the stations, bridges, and tunnels on the line, with their respective distances from Callao and elevation above the level of the sea.

Now that the works on this road are completed to some 30 miles beyond the summit of the Andes (as shown in the table

above referred to) smelting works have been started at Casapalca and other places adjacent, where the ores from mines in the neighbouring districts are reduced to a form suitable for conveyance to the coast and exportation.

A telegraph line has also been completed to the terminus.

Oroya belongs to the province of Tarma, in the department of Junin. Known to-day as the terminus of the Central Peruvian Railroad, it is likely soon to be converted into a place of growing commercial importance. Already there are in course of construction several buildings, the principal of which are the railway station and depôt and a fine hotel.

There are shops and mercantile agencies established there, which give unusual movement and animation to the place. The existence of this surprising railroad, owing to the perseverance and skill of enterprising engineers and the advancement of science, offers great hope to the Republic, and it is now much desired that the Government of Peru and the Peruvian Corporation will shortly find it mutually convenient to make arrangements for the further extension of the line by Tarma and Chanchamayo to the point at which fluvial navigation may be met.

Once in direct and easy communication with the Amazonian regions and the Atlantic, Peru will have advanced considerably on the road to its aggrandisement.

The public square near the mole is completed, and the works ^{New buildings} on the new Government buildings and new road are progress- ^{and new road.} ing.

Miscellaneous.

There were registered at Callao in the course of the year 951 Births and births, and 1,462 deaths, 26 of the latter being of British subjects. ^{deaths.}

1,410 interments took place in the native cemetery at ^{Burials.} Baquijano, and the remaining 52 at the British burial ground at Bellavista.

The movements of sick British seamen in the Callao hospital ^{Sick seamen.} were as follows :—

	Number.
Remaining at January 1, 1892	5
Entered during the year	162
Total	167

which are accounted for thus :—

PERU.

	Number.
Invalided home	16
Died	2
Discharged cured	143
Remaining	6
Total:	167

Annex 1.—MOVEMENT of Merchant Vessels at Callao during the Year 1892.

STREAMERS.

Nationality.	Entered.			Cleared.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Peruvian	9	196	37	7	153	33
English	164	206,340	9,427	162	204,331	9,337
French	26	71,750	1,408	25	71,710	1,377
German	44	66,298	1,630	44	65,772	1,645
North American	5	3,211	208	5	3,211	227
Chilian	106	150,986	7,492	102	145,231	7,213
Total	364	498,781	20,202	356	490,418	19,832

SAILING VESSELS.

Nationality.	Entered.			Cleared.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Peruvian	103	22,322	791	110	23,260	829
English	54	62,225	1,118	54	64,132	1,092
French	...	...	...	1	653	15
German	10	8,940	167	10	8,650	153
North American	15	11,001	184	13	10,174	167
Italian	8	5,901	111	6	4,559	87
Danish	1	618	14	1	618	13
Chilian	22	10,073	244	19	9,314	214
Honduran	6	2,580	68	6	2,580	69
Swedish	1	604	12	1	604	12
Norwegian	2	1,810	28	1	702	13
Spanish	8	2,520	93	8	2,520	90
Total	230	128,594	2,820	230	128,276	2,754

VESSELS UNDER 50 TONS REGISTER.

Nationality.	Entered.			Cleared.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Peruvian	788	9,065	2,112	795	9,310	2,134
Chilian	1	19	4	...	...	...
Total	789	9,084	2,116	795	9,310	2,134

SUMMARY.

Description.	Entered.			Cleared.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Steamers	364	498,781	20,202	356	490,413	19,832
Sailing vessels	230	128,594	2,820	230	128,276	2,754
Vessels under 50 tons	789	9,084	2,116	795	9,310	2,134
Total	1,383	636,459	25,138	1,381	627,999	24,720

Annex 4.—LIST of Stations, &c., between Callao and Oroya on the Central Peruvian Railroad.

						Distance from Callao.	Elevation above the Level of the Sea.
						English Miles.	English Feet.
Callao	Station	..	..	..	..	..	..
Lima	"	..	..	..	7	499	
Santa Clara	"	..	..	..	18	1,311	
Cbasica	"	..	..	..	33	2,800	
Purnay	Bridge	..	..	..	40	..	
Coreona	"	..	..	..	41	..	
Cocachacra	Station	..	..	..	45	4,622	
San Bartolomé	"	..	..	..	47	4,959	
Agua de Verrugas	Bridge	..	..	..	51	5,839	
Cuesta Blanca	Tunnel	..	..	..	52	6,001	
Surco	Station	..	..	..	55	6,660	
Challapa	Bridge	..	..	..	61	7,504	
Matucana	Station	..	..	..	63	7,788	
Quebrada Negra	Bridge	..	..	..	65	8,054	
Tambo de Viso	"	..	..	..	68	8,706	
Chaupichaca	"	..	..	..	73	9,472	
Tamboraque	V*	..	..	..	74	9,826	
Aruri	V*	..	..	..	76	10,094	
San Mateo	Station	..	..	..	78	10,534	
Infiernillo	Bridge	..	..	..	80	10,919	
Cacray	Double V*	..	..	..	81	11,033	
Anchi	Bridge	..	..	..	82	11,306	
Copa	"	..	..	..	84	11,638	
Chicla	Station	..	..	..	87	12,215	
Chicla	Upper V*	..	..	..	90	12,697	
Casapalca	Station	..	..	..	95	13,606	
Paso de Galera (highest point of the railroad)	Tunnel	..	..	..	106	15,665	
Yauli	Station	..	..	..	120	13,420	
Oroya	"	..	..	..	136	12,178	

* Switchbackers.

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 806.

*Presented to both Houses of Parliament by Command of Her Majesty,
DECEMBER, 1893.*

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PERU.

LIMA.

Sir C. Mansfield to the Earl of Rosebery.

My Lord,

Lima, October 25, 1893.

I HAVE the honour to transmit to your Lordship a Report upon the Finances, Trade, Commerce, &c., of Peru.

It is a matter of regret to me that the enclosed Report should be of so meagre a character; I have, however, always observed that copious statistical information concerning Commerce and Industries is the accompaniment of a prosperous community; now the community in general as well as trade and production in Peru does not wear a prosperous aspect, and it is impossible to obtain materials for a satisfactory Report upon the trade, production and industries of the Republic.

I have also the honour to forward Reports upon the Trade and Commerce of the ports of Mollendo and Payta, drawn up by the Vice-Consuls at these places.

I have, &c.

(Signed) C. E. MANSFIELD.

Report on the Finances, Trade, Commerce, &c., of Peru for the Years 1891-92, and some data for 1893.

ABSTRACT of Contents.

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Introduction.

Introduction. In the year 1890 Señor Delgado, then Minister of Finance, published in his annual report to Congress a great deal of interesting information concerning agriculture in Peru, products, industries, statistics, &c., information which formed the base of a report from this Legation upon labour and agriculture in the Republic.

Since Señor Delgado's report no information has emanated from official sources upon agriculture, commerce, or industries; no general statistics are forthcoming, and it is, therefore, to be presumed that such subjects afford little or no interest to the public in Peru.

Señor Delgado lamented the insufficiency and incompleteness of his information, the data by no means corresponding to the same years or periods; if, therefore, the Minister of Finance be unable to command statistical information of a symmetrical character, it becomes evident that nobody else is in a position to do so.

Finances.

Budget of
1891.

The receipts for 1891 amounted to 8,608,042 soles 87 c., including a sum 342,540 soles 50 c. derived from various sources not comprised in the estimates, namely, advances upon future customs receipts, arrears of debts, &c.

The receipts from customs dues figure in the budget for 5,528,288 soles 66 c., exhibiting an increase of 531,791 soles 1 c. upon the estimated amount of 4,996,600 soles.

Tobacco tax and excise produced 288,556 soles 86 c., a diminution upon the estimate of 11,433 soles 14 c.

Excise on spirit monopoly produced 251,041 soles 70 c., showing a diminution of 22,646 soles 7 c.

The opium monopoly estimated at 235,000 soles yielded an excess of 16,041 soles 70 c.

The expenditure is stated to have been 8,179,981 soles 13 c., leaving a surplus of 428,061 soles 74 c., but on examining the items it is found that various departments have been neglected altogether, others paid only in part, while others have received sums over and above the estimates; the surplus of the year 1891 exists, therefore, only upon paper.

Budget of
1892.

The estimated revenue of the above year amounted to 7,104,423 soles 14 c.; the actual receipts were 7,066,390 soles 38 c.; the disbursements authorised by the budget amounted to 6,572,927 soles 37 c., leaving a balance not accounted for of 493,463 soles 1 c.

In the above sum of 6,572,927 soles 37 c. is included the sum of 531,595 soles 77 c. which has been diverted from the objects to which they were assigned, and paid to other departments by presidential decree.

If the financial condition of Peru was not very encouraging in

1891-92, what shall be said of that of the first six months of the present year, where there is a falling off of 40 per cent. in the receipts of the custom-houses.

CUSTOMS Revenues during the First Six Months of 1892 and 1893 Compared.

Year.	Amount.
	Soles.
1892	2,975,993
1893 (including 50 per cent. additional duty on tobacco, and 8 per cent. on other imports)	2,075,315

Converting the receipts into their sterling equivalents at the average rate of exchange obtaining in the periods, viz., 32·84*d.* in the first six months of 1892, and 28·52*d.* in the corresponding months of 1893, the comparative result is as follows :—

Year.	Amount.
	£
1892.. .. .	407,215
1893.. .. .	246,616

How much of the decline may be attributed to the receipts of the early months of 1893 having been anticipated through the desire of importers to avoid the higher rates of duty which came into operation in January, 1893, it is difficult to estimate; the law imposing the extra duties was passed in the last days of October, and then would not have much time for the arrival of fresh consignments from abroad; on the other hand the principal importers keep their stocks in the warehouses at Callao, and clear the goods according to requirement, and it would seem that the warehouses were pretty well emptied by the end of December, 1892.

The decline in the customs receipts is mainly owing to the depreciation of silver, a matter which will be treated further on under a separate head.

Under any circumstances it is to be apprehended that the gross deficiency of receipts in the year will be some 30 per cent.; increased excise and duties would only check an already failing consumption, and it is difficult to see how the Government of the Republic is to deal with a diminution of revenue, which is not a matter of opinion, but a simple question of facts and figures.

*Exports and Imports.*Exports and
imports.

To obtain information concerning exports and imports in Peru recourse must be had to the statistics of other countries; even then no exact or complete information is attainable; Great Britain, France, and the United States give such returns in money value and Germany in weight.

In 1891 the exports from Peru to Chile amounted to the sum of 1,190,479 soles 12 c., while the imports from Chile were to the value of 1,103,274 soles 1 c., exclusive of wheat which was roughly estimated at 2,000,000 soles; excluding wheat the balance was in favour of Peru.

Since the recent legislature in India, touching the rupee, Chinese rice is said to be supplanting Indian rice in Peruvian ports.

COMPARATIVE Table showing the Value of Imports and Exports during the Year 1891.

						Value.	
						Soles	c.
Imports	..	..	..	..	..	14,763,241	18
Exports	..	..	..	..	..	11,616,716	27
Excess of imports over exports						3,146,524	91

TABLE showing the Value of the Undermentioned Articles of Export during the Year 1891.

Articles.						Value.	
						Soles	c.
Sugar	..	..	..	..	..	2,953,362	62
Cotton	..	..	..	..	..	1,214,140	35
Silver in ore and bar	..	..	..	..	..	2,201,895	25
„ specie	..	..	..	..	..	1,479,456	52

Mining.

Mining.

The crisis in silver need not necessarily lead to any considerable closing of silver mines in Peru; the average of Peruvian silver mines are, as is well known, not of a high standard as compared with Bolivia; the rate of labour, however, is so low, that even with prices ranging below the present, silver workings in Peru may still yield profit for some time to come.

Sugar.

Sugar.

Sugar is, without doubt, the most paying business in Peru; estates, whether owned by companies or individuals, when not

weighted with excessive capital or encumbrances do extremely well, and probably the day is not far distant when many sugar estates will pass into the hands of English companies, like the Cartavio Estate in the Chicama Valley, formerly owned by Messrs. Grace and now worked by an English limited liability company.

In many cases the Peruvian sugar producer has not been able to reap the full benefit consequent upon the late high prices of sugar; through deficiency of capital and other causes there had been a considerable cessation in cane-planting during the last few years, while the long chilly winter of 1892 prevented the cane from shooting up, and the crop was of an inferior quality, so that for many months during the present year grinding was carried on, but to a limited extent.

Cotton.

In the report from this Legation, transmitted in the year 1890, Cotton. upon labour and agriculture in Peru, mention was made of plans for irrigating the great northern cotton field in the vicinity of Piura from the waters of the River Chira.

The schemes are still in a state of gestation; much is talked and written upon the subject, but it seems doubtful when any action will be initiated, unless, indeed, the circumstance of the Peruvian Corporation taking over the Payta-Piura Railway and introducing a better management of the line may give an additional stimulus to the district; while it is also possible that the Corporation might materially give a helping hand to an undertaking which would assist in increasing the receipts of the line.

TABLE showing the average Export Price of Cotton from 1885 to 1892 in Peruvian Money per Quintal of 100 Lbs. of Unginned Cotton placed at a Ginning Establishment.

Year.	Highest.	Lowest.
	Soles c.	Soles c.
1885.. .. .	16 30	11 70
1886.. .. .	14 10	9 20
1887.. .. .	16 50	11 40
1888.. .. .	19 70	15 c
1889.. .. .	30 10	16 0
1890.. .. .	28 90	16 c
1891.. .. .	19 40	15 0
1892 (to March 31) .. .	19 40	9 35

Peruvian cotton does not compete with that of the United States, and a certain quantity finds its way to North America.

Peruvian cotton is almost exclusively used by manufacturers of woollen goods. The mixing of this cotton with wool should
(1667)

not be termed adulteration; in fact, in many cases the cotton is more valuable than the wool with which it is mixed; it improves the woollen goods, reduces the tendency to shrinkage, makes them more durable, adds often a better lustre, and gives a superior finish. For dyed goods it is equally suitable, and makes fast colours.

Peruvian cotton might well be designated as vegetable wool. When carded the resemblance is so close, and its characteristics so similar to wool, that it could be readily sold as such. When woven with wool, the cotton fibres cannot be determined with certainty except by special test.

TABLE showing the Quantity and Value of Cotton Exported from Payta during the Years 1888-92.

Year.	Quantity.	Value.
	Bales.	Sols.
1888.. .. .	73,500	1,470,000
1889.. .. .	63,306	1,266,120
1890.. .. .	51,508	1,215,160
1891.. .. .	16,953	339,060
1892.. .. .	1,231,582	463,160

No returns seem to have been made public of the export of cotton from the ports of Pisco and Huacho, which is very considerable.

Several cotton mills are in operation in Peru, and in a few years' time no foreign cottons, except prints and the very finest sorts of white calico, should be imported from abroad.

The factory at Vitarte, near Lima, has been purchased, and is being worked by an English company. Another factory has been recently established at Pisco, a centre of cotton-planting, and others will doubtless follow.

Petroleum.

Petroleum.

The oil of the London and Pacific Petroleum Company is used by the major part of the locomotives of the Peruvian Corporation, but, notwithstanding the low price, has not succeeded in displacing the importation of kerosene from the United States.

The company possesses one small tank steamer, and the project of a fleet of such steamers, to supply such markets as Japan and China, for the present, at least, does not appear to be a contingency in the immediate future.

The works at Zorritos, north of Talara, still furnish oil in the Lima market, oil which is more particularly adapted for lubricating machinery.

Various sinkings have been effected in the petroleum district in the vicinity of Tumbes, but the result has not been sufficiently favourable to warrant the establishment of works.

Silver Question.

Peru is being materially affected by the silver question: a silver producing country, with an inconvertible silver currency and no paper. Silver question.

The exchange of the sole exactly follows the current price of silver at the ratio of about $11\frac{1}{2}d.$; thus, if the ounce of silver stand at $34d.$, the rate in Peru of bills at 3 months' sight rules at about $25\frac{1}{2}d.$ to the silver sole.

The depreciation of their currency has been much discussed in political and business circles in Lima, as well as by the Press. A gold standard is advocated on all sides, but so agreeable a solution is, however, distinctly impracticable in a country where the Government has neither internal or external credit, whose finances are in a chronic state of irregularity, with the revenue diminishing at an unprecedented ratio, and where from various causes an alleged gold standard, if, as would be necessary, accompanied by a corresponding moiety of paper, is recognised as likely in the end to lead to the evils of a forced paper currency.

The producers of articles for foreign consumption, such as sugar, cotton, and wool, are favoured by the low price of silver. Ordinary wages in the interior have not yet risen in proportion; the producer carries on his undertaking in a depreciated currency, and is paid in gold.

On the other hand the community at large is much pinched by the depreciation of the sole; steamer and railway charges have risen from 25 per cent. to 30 per cent. Articles from abroad in some cases have risen even higher, and up to 50 per cent. Some importers are almost trading at a loss, as the community is unable to stand a rise upon highly priced articles of luxury, foreign wines, &c.

The whole scale of living is becoming dearer, while private incomes and salaries remain stationary, superfluities have to be suppressed—a state of things disagreeable to the individual and disastrous to the importer, who, it may be remarked, for the most part, is a foreigner.

Even articles of native production, market stuffs, &c., become gradually more expensive; the producer pays more for various matters and raises his prices, the consumer cannot pay the higher price and does without; less in consequence is produced, and that less ranges again at higher prices from comparative scarcity and absence of competition.

Rates of Exchange.

The rate of exchange at the various dates mentioned in this report have varied to the extent of $9\frac{1}{2}d.$ to the sole; in 1891 Rates of exchange.

the sole was as high as 36*d.*, while the present quotation is 26½*d.*; 3 months since the sole was quoted as low as 2*s.*

MOLLENDO.

Mr. Vice-Consul Robilliard reports as follows:—

This year has been uneventful; business has not increased as was hoped for by the extension of the railway in the direction of Cuzco, and traffic with Bolivia has greatly fallen off since the opening of the Chilian Railway from Antofagasta to Oruro, referred to in my last report.

The mines at Caylloma have also given less this year owing in a measure to the difficulty to contend with to keep away the water from entering and thus prevent work going on.

Shipping.

Shipping. The following is the movement in this port during the year:—

ENTERED.

Nationality.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	150	..	9	12,198
Chilian	104	..	4	2,450
German	47	..	2	1,938
French	30	..	..	..
North American ..	..	..	2	1,414

The sailers laden with coal, lumber, &c.; the steamers bringing the general merchandise as a rule.

Imports.

Imports.

The total amount received by the customs this year is 695,309 soles 63 c. at an average exchange of 2*s.* 8*d.* to the silver sole equals 92,707*l.* 18*s.* 2*d.*, nearly 15,000*l.* less than last year, owing principally to the fall of 3*d.* per sole in the average rate of exchange.

RETURN of Principal Articles of Export during the Year 1892. Exports.

Articles.	Quantity.	Approximate Value.	
	Kilograms.	Soles	c.
Alpaca wool, 1st class ..	1,480,934	888,560	40
" inferior ..	620,020	202,180	00
Vicuna wool ..	2,763	4,805	22
Sheeps' ..	1,246,434	496,446	60
Silver ores ..	1,196,650	1,406,565	20
Copper barrilla ..	2,470,479	1,074,121	20
Tin ..	530,9 0	138,495	60
Bark ..	288,803	156,958	15
Hides, dried ..	145,564	31,644	30
" salted ..	7,288	1,584	40
Argentiferous ores ..	14,846	12,909	60
Antimony ..	285,606	28,560	60
Coca ..	377,762	205,295	25
Coffee ..	107,146	46,585	20
Quina ..	101,337	55,074	25
Lead ores ..	96,201	20,913	20
Bismuth ..	15,964	3,470	40
Malico ..	62	54	00
Rhatannia ..	580	504	40
Tartar ..	479	156	30
Cotton ..	1,500	391	32
Cacao ..	1,652	898	00
Italia, white cognac ..	546	240	20
Chinchilla ..	92	80	00
Olives ..	527	104	40
Specie (17,732 <i>l.</i>) ..	..	151,988	57
Total ..	..	4,928,586	76
Equivalent in sterling at 32 <i>d.</i> exchange..	..	657,144 <i>l.</i>	18 <i>s.</i> *

* About 20,000*l.* under last year.

The export of antimony has more than doubled, there is a mine being worked that yields 50 to 100 tons a month of ore that will give 70 per cent. of pure antimony.

Trade with Bolivia.

The prospects are not very flattering. A steamer of 260 tons capacity, the "Coya," has been taken up to Lake Titicaca where it is at present being reconstructed, the keel being laid on July 15 last, and will be ready for traffic on the lake in March, 1893. Two dredgers are also being put together at the mouth of the Desaguadero River to be used in making this river navigable as far as Nusacara, a port distant about 5 leagues from Oruro, to bring down the products from that city and Corocoro; with these improvements something will have been done to counteract the competition via Antofagasta, Chile, but much valuable time has been lost, and the Chilean route has the start and will keep it for some time.

Trade with
Bolivia.

General Remarks on Trade during 1892.

General
remarks on
trade during
1892.

Owing to a falling exchange and the not very peaceful political prospects, merchants have been very chary about importing more than was easily disposable of promptly, the result is that stocks in the custom-houses were never so low as at the end of the year. An extra 8 per cent. on the duties to be levied from January 1 in order to help the Government to meet its obligation to pay the Peruvian Corporation Company 80,000*l.* per annum, will also have a depressing effect on imports, and very little improvement in trade can be looked for in 1893.

There has been nothing done towards improving this port, rather the contrary, as owing to a proposal made to and accepted by Congress in August last, by two private individuals, to extend this railway to Islay, and no steps having been taken towards carrying this out, all the building and improvements that were being made here have been suspended until something definite be arranged. The opinion of many is that the proposal to extend the line was only made as a speculation to try and induce the Peruvian Corporation Company to offer them some sum to desist from the undertaking, but if this was the object it has failed, and the only result has been to prejudice in a further degree this port.

Something should be done, either by the Peruvian Corporation Company or others, to make the landing and embarking here less dangerous, and to avoid so many days being lost in discharging vessels on account of the surf. That this is feasible, but rather costly, has been admitted by every engineer who has surveyed the bay.

This district has been free from any contagious disease all the year round.

PAYTA.

Mr. Vice-Consul Blacker reports as follows :—

RETURN of British and Foreign Trade at the Port of Payta
during the Year 1892.

Description.	Number of Vessels.	Tons.
Ships of various nations	56	13,110
British ships	2	1,193
„ steamers	105	136,390
Steamers of various nations ..	87	142,539
Total	250	293,232

RETURN of British and Foreign Trade at the Port of Payta during the Year 1892.

Class.	Nationality.	Name of Vessel.	Tonnage.	Entry.	From—	Cargo.	Clearance.	Bound.	Cargo.	Remarks.
Schooner	Peruvian	Italia...	223	January 1	Callao	Ballast	January 12	Callao	Charcoal	
Brig	"	Maria Isabel	235	" 5	Buenaventura	Lumber	February 18	Iquique	"	
Schooner	"	José Romero	213	" 18	Callao	General	January 27	Callao	"	
Bark	"	Ciella	241	" 21	"	"	" 16	Iquique	"	
"	Italian	Adalguisa	218	" 22	Guayaquil	Lumber	February 11	Callao	"	
"	Peruvian	San Remo	300	February 3	Callao	General	March 4	"	"	
"	"	Japan	398	" 6	"	"	February 24	"	"	
Corvette	"	Concepción	157	" 9	"	"	" 26	Panama	"	
Bark	French	Champlain	2,000	" 17	"	"	March 13	Callao	10 guns	
Schooner	Peruvian	Maria L.	241	" 17	Tumaco	Lumber	" 24	Iloca Pan	Charcoal	
Bark	"	Italia	223	March 7	Buenaventura	Lumber	" 8	Secura and Huena-	Ballast	
"	"	Laura	191	" 11	"	"	April 11	"	"	
Schooner	"	San Martín	106	" 15	Tumaco	"	" 29	Secura and Tu-	"	
Brig	"	José Romero	213	" 19	Callao	General	March 10	Callao	Charcoal	
Bark	French	Ena	379	" 20	"	Indiarubber	March 21	Hamburg	Indiarubber	
"	Peruvian	Cecilia K.	272	" 20	Guayaquil	Ballast	" 30	Callao	Ballast	
"	British	Maravilla	656	" 21	Callao	General	April 4	Bahia	Indepen-	
Schooner	Peruvian	Propatria	423	April 10	"	Ballast	May 11	Pacanamayo	General	
"	Equatorian	Nueva Fortuna	196	" 8	Buenaventura	Lumber	July 1	Secura and Buena-	Ballast	
Bark	Peruvian	San Nicola	350	" 19	Callao	General	May 31	ventura	Charcoal	
Schooner	"	Dogali	123	" 19	"	Ballast	April 21	Antofagasta	Charcoal	
Transport	"	Santa Rosa	333	" 26	Tumbes	4 guns	" 27	Boaican and Pila-	Ballast	
Bark	"	Adelaida Mary	333	May 8	Callao	Ballast	May 8	Tumbes	4 guns	
Schooner	British	Mentana	537	" 12	Callao	General	June 22	Liverpool	Cotton seed	
"	Peruvian	José A.	159	" 17	"	Ballast	May 14	Mancora and Callao	Ballast	
"	"	Jorritas	177	" 13	"	"	June 4	Callao	Charcoal	
Bark	"	Maria	241	" 19	"	"	May 24	Zorritos	General	
"	"	Jana Marie	241	" 20	"	"	June 23	Callao	Charcoal	
"	Chilian	Rosa Maria	349	" 23	Fishing	Ballast	June 23	Fishing	Ballast	
"	Peruvian	San Remo	300	" 28	Callao	General	June 10	Callao and Callao	Charcoal	
"	"	Concepción	157	" 28	"	"	July 2	Callao	Charcoal	
Brig	"	Catalina B.	102	June 9	"	General	" 11	"	"	
Corvette	British	Peasant	777	July 2	Santa Elena	6 guns	" 18	"	6 guns	
Corvette	British	Garbet	2,120	" 16	Callao	"	" 18	Guayaquil	"	
				" 18	"	"	" 18	"	"	

LIMA.

RETURN of British and Foreign Trade at the Port of Payta during the Year 1892—continued.

Class.	Nationality.	Name of Vessel.	Tonnage.	Entry.	From—	Cargo.	Clearance.	Bound.	Cargo.	Remarks.
Bark	U.S.A.	Hope...	759	August 3	Talcahuano...	Ballast...	September 1	Talcahuano...	Kerosene Talara Ballast...	...
Schooner	Peruvian	San Maria...	106	4	Tumaco	Lumber	December 17	Tumbes	...	...
Bark	"	Rosa Maria...	118	7	Callao	Ballast...	August 12	Callao	...	...
Schooner	"	Clothilde	198	7	Talcahuano	Ballast...	" 22	"	...	...
Corvette	British	Garnett	2,120	9	Talcahuano	7 guns	" 22	"	7 guns	...
Bark	Peruvian	Maria	340	23	Salinas de Huacho	Ballast...	Still port	"	Salt	Put into port
"	"	Cecilia K.	272	24	Callao	Ballast...	September 10	Callao	Charcoal	...
"	"	Maria L.	241	24	"	General	October 14	"	"	...
"	"	Concepción	157	31	"	General	October 14	"	"	...
Brig	"	San Nicola	350	13	"	General	September 23	"	Salt	...
Brig	"	Fagnete de Lima	300	13	"	General	September 23	"	Charcoal	...
Schooner	"	Italia...	215	13	Liquique	Ballast...	11	"	Ballast...	...
"	"	Maria Isabel	228	7	Callao	Empty sacks	14	Mancora	Charcoal	...
Bark	"	Jesus	235	8	Buenaventura	Lumber	November 10	Callao	Ballast...	...
"	"	Rosa Maria	385	13	Callao	Empty sacks	" 17	"	Charcoal	...
"	"	Leona	191	24	"	Lumber	" 17	"	"	...
Schooner	"	Clothilde	198	29	"	General	" 19	"	"	...
"	Equatorian	Nueva Fortuna	193	29	Buenaventura	Lumber	" 19	"	"	Still port
Bark	Peruvian	Josefina	177	10	Callao	Ballast...	December 2	Callao	Charcoal	...
Schooner	Chilian	Perla	167	11	Fishing	Oil	November 16	Fishing	Oil	...
Bark	Peruvian	Dogail	132	11	Callao	General	23	Callao	Charcoal	...
Schooner	"	San Remo	300	25	"	"	December 17	"	"	...
Brig	"	Italia...	300	30	"	"	" 24	"	"	...
Schooner	French	Dubourde	3,479	35	Acapulco	16 guns	" 6	"	16 guns	...
Bark	Peruvian	San Nicola	351	9	Callao	Ballast...	" 12	"	"	...
"	"	Concepción	177	12	"	General	" 12	"	"	...
Brig	"	Amadisa	243	19	Esa Pan	Charcoal	December 23	Antofagasta	Charcoal	...
Schooner	"	Mendana	159	29	Callao	Lumber	"	"	"	...
Brig	"	Casalina B.	102	24	Callao	"	"	"	"	...

COASTING (STEAMERS).

Description.					Tonnage.
Cie Maritime de Pacifique ..	..	..	..	..	41,558
South American Company ..	..	..	..	..	77,735
Gulf Line ..	..	..	..	..	25,125
P. S. N. Company ..	..	..	..	..	76,145
German Company ..	..	..	..	..	17,101
London and P. Petroleum, Limited	..	..	..	..	4,662
Lamport and Holt ..	..	..	..	..	25,441
Total ..	..	..	..	..	267,767

RECAPITULATION.

Description.					Tonnage.
Foreign trade..	..	..	..	..	25,465
Coasting „ ..	..	..	..	..	267,767
Total ..	..	..	..	..	293,232

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AND FINANCE.

PORTUGAL.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF LORENZO
MARQUES.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 995 (page 8).

*Presented to both Houses of Parliament by Command of Her Majesty,
MARCH, 1893.*

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Reference to previous Report, Annual Series No. 995 (p. 8).

PORTUGAL.

LORENZO MARQUES.

Consul De la Cour to the Earl of Rosebery.

My Lord, *Lorenzo Marques, January 10, 1893.*
I HAVE the honour to enclose herewith my Report on the Trade and Commerce in the District of Lorenzo Marques during the Year 1892.

I have, &c.
(Signed) E. W. SMITH DE LA COUR.

Report on the Trade of the Consular District of Lorenzo Marques for the Year 1892.

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I.—Trade and Commerce.

Trade.

The trade in the Consular district of Lorenzo Marques during the year 1892 has been most unsatisfactory, and the supply of goods, except perhaps in a few specialities, has been beyond the requirements of the country, so that, without an extraordinary demand arising, a continuance of depression may be expected.

State of trade.

In addition to the fact that there has been a small demand for merchandise, the foundations of business have never been

secure, for, as soon as the most favourable influences were withdrawn from this city, the real mercantile importance of the port was found to be minute.

Only as far back as 1883 this city was a small village, with a few houses carefully protected from native attacks by a high stone wall surrounding the town. History of trade.

There were only a few white people living in the town at that time. A ship came once a month with supplies, and took away the little produce of hides and rubber which had been collected during the month. There was no enterprise and no trade. Nothing ever happened here, and people simply lived on in the hopes of some day going back to their homes. Although only 300 miles north of Durban, a busy and enterprising town, this place was as rapid as it could possibly be, and everyone was satisfied.

In the year 1883 preparations were made for constructing a railway from this port to the Transvaal trade centres, with the consequence that the town was awakened with a start. The stone wall, which had so long protected the slumbers of the inhabitants, was thought to be unnecessary, and was pulled down. Houses were built rapidly, streets were laid out, and enormous works of all kinds were contemplated, and in the minds of those who had witnessed the former quiescence of the town the mistake arose, perhaps naturally, that Lorenzo Marques was to become in a very short time a huge trade centre.

From 1883 until the middle of last year this city grew, and during that time many merchants established themselves here. Last year the trade began to disappear, and all during this year there has been absolute stagnation.

It is now, perhaps, being appreciated that there is not, and never has been, the slightest trade at this port of a genuine nature.

The business heretofore done was spurious, caused by money being spent in the construction of the railway, and by the expenditures of the Government in necessary improvements. Now that the railway has been built a certain distance, and the cost of maintenance nominal, and now that the Government have completed most of the works in contemplation, the real trade of the city is exactly the same, or perhaps even less than it was before the old stone wall of 1883 was pulled down. The only difference between then and now is that at present there are more business houses established, and as each house has had on hand a large stock of goods, the only way in which a general crisis has been avoided has been by drastic measures of retrenchment.

During the last three months of the year the Netherlands Railway Company issued a few contracts for the further construction of the road, and trade in the city improved slightly in such goods as were necessary for the construction of the line and the maintenance of the contractors.

The reason why there is no real trade at this port lies in a fact that the surrounding country is perfectly undeveloped, and that throughout the district there are no enterprises to be supported. Unless facilities are offered for opening up the rich agricultural districts which exist here, the only future this city can possibly expect is that, after the completion of the railways in the Transvaal, it may become the supply station for Barberton, Pretoria, and Johannesburg, though under such conditions it is difficult to believe that the many merchants established here will find sufficient employment to substantiate their present capacities.

TABLE showing the Value of Trade at the Port of Lorenzo Marques in 1892, compared with the Trade during the Year 1891.

Years.	Imports.	Exports.	Total.
	£	£	£
1891	497,533	895	498,428
1892	345,852	50,680	396,532
Decrease	151,681	..	101,896
Increase	..	49,785	..

TABLE showing the Value of the Principal Imports during the Year 1892, compared alphabetically with the Values of the Imports during the Years 1890-91.

Articles.	Value.		
	1892.	1891.	1890.
	£	£	£
Alcohol for natives	5,163	16,854	56,420
Cement and lime	11,810	18,759	18,318
Coals	12,370	12,127	10,720
Cottons, all kinds	109,716	114,821	121,032
Fresh meat	1,473	13,919	10,965
Gunpowder and arms	5,011	11,016	12,220
Hardware, tools	7,529	25,812	29,840
Machinery	3,800	6,216	27,106
Maize, corn, flour	23,704	34,800	23,749
Paraffin oil	7,238	8,630	7,437
Rice	15,255	19,628	25,720
Rugs for natives	5,480	5,358	6,390
Timber	18,618	15,150	10,116
Tinned goods and provisions	70,192	117,416	103,659
Tobacco and cigars	4,744	8,586	5,450
Wines, spirits, beer, &c.	31,939	43,318	53,931
All other articles not enumerated	11,760	26,179	74,681
Total	345,852	497,533	613,805

The following list of exports, with the exception of gold concentrates, is composed entirely of materials sent to Beira for the construction of the railroad. None of the materials were produced in the country, but were imported to this city in the first instance.

Articles.	Value.
	£
Gold concentrates	30,750
Timber	11,680
Railway materials	8,250
Total	50,680

The value of specie imported during the year and not included in the above tables was 130,000%, and exported 170,000%.

As many of the import duties in force at this port are levied in the district of Lorenzo Marques only, a complete list is given below, showing the import, export, and transit dues at present charged.

CUSTOMS Tariff of the Port of Lorenzo Marques.

Articles.		Amount of Tax.	
		Sterling.	Per Cent.
		<i>s. d.</i>	
IMPORT.			
Butter, European or Indian	Pe cwt. ..	20 4	..
Beads	Per lb. ..	0 1½	..
Cotton, white, raw, plain serge or interwoven cotton goods, including white handkerchief goods	" ..	0 2½	..
Cotton, coloured, raw, plain serge or interwoven cotton goods, including white handkerchief goods	" ..	0 4½	..
Distilled liquors and spirits	Per gallon ..	7 2½	..
Fermented drinks (except wine) and olive oil	" ..	0 5½	..
Guns, gun barrels, and revolvers ..	Each ..	18 4	..
Gunpowder	Per lb. ..	0 4½	..
Kaffir picks	Each ..	0 8½	..
Metals, unworked (except iron) ..	Per cwt. ..	1 8½	..
" manufactured	Ad val. ..	..	7½
Molasses	Per gallon..	2 1½	..
Pistols and pistol barrels	Each ..	2 2½	..
Ships, new	Ad val. ..	..	5
" condemned	" ..	..	4
Sugar	Per cwt. ..	7 11½	..
Tobacco, not manufactured	" lb. ..	8 7	..
" manufactured, cigars, or any other form	" ..	8 2	..
Wines	Per gallon..	0 11	..
Wool, woollen goods, silk and lace ..	Ad val. ..	..	12
All merchandise not otherwise enumerated	" ..	..	3
Coal, timber, and iron unworked, and agricultural machinery	..	Free	
EXPORT.			
Gums, skins, and leather	Ad val. ..	..	2
Ivory	" ..	..	6
Rubber, wax, and cowries	" ..	..	4
All other merchandise not otherwise mentioned	" ..	..	1
TRANSIT.			
Machinery, coal, timber, flour, live animals, books, music, fresh vegetables, and fruits	..	Free	
All other merchandise.. ..	Ad val. ..	..	3

Changes in
Duties.

The only changes in duties which have taken place during the year have been on unmanufactured tobacco, manufactured tobacco, and cigars.

The duty on unmanufactured tobacco has been raised from $6\frac{1}{2}d.$ per lb. to $3s. 7d.$ per lb.

On manufactured tobacco an increase from $1s. 4\frac{1}{2}d.$ per lb. to $8s. 2d.$ per lb.

On cigars there was an increase from $3s. 2\frac{1}{2}d.$ per lb. to $8s. 2d.$ per lb.

In the month of February of this year the customs authorities of the city decided that lime juice was a "distilled drink," and it has consequently been classified as a spirit to pay a duty of $7s. 2\frac{3}{4}d.$ per gallon, instead of a 3 per cent. ad valorem duty as heretofore. Lime-juice.

On May 6, 1892, the sale of arms and ammunition was prohibited in the district, and all guns in the possession of the merchants were seized by the authorities and placed in the magazine for safe custody. On July 7, 1892, the arms and ammunition were returned and the prohibition of sale removed. Arms and ammunition.

On the return of the arms and ammunition to the merchants, the cost of a gun license was increased from $4s. 2d.$ to $12l.$ a year. License.

A branch of the Bank of Africa, Limited, has been established in this city, and is prepared to undertake every description of South African banking business. Banks.

The Portuguese Government, on September 13, 1892, prolonged for 6 months the privileges granted to the "Banco Nacional Ultramarino" in this district. It is consequently exempted from taxation and from stamp duty, and the servants of the bank are freed from public and municipal obligations. The monopoly of issuing bank notes is secured to this bank until the year 1900.

The rate of exchange on cheques, drafts, bills of exchange, &c., on or from South Africa is from 1 per cent. to $2\frac{1}{2}$ per cent. On or from London the exchange is from 1 per cent. to 3 per cent. Exchange.

During the year 1892 both Portuguese paper and specie have steadily fallen in value. The exchange on drafts on Lisbon has been as high as 35 per cent. when discounted for British sterling. The exchange from Portuguese coin to British coin has been 15 per cent. These exchanges are, however, more imaginary than real, when it is considered that there is very little Portuguese money in the district, and that most of the business houses in the city intimate on their billheads that only British currency will be accepted in payment for merchandise. Currency.

The only real advantage in the exchange between the species of the two countries is obtained by the merchants, because the Government authorities, realising that difficulties might accrue, have found it impossible to acknowledge the difference which really exists between the values of the two currencies. The medium of trade with the merchant is British sterling, and his prices are calculated accordingly. The sovereign is acknowledged by the Government to be of 4\$500 reis value, whereas a sovereign can be sold in the open market for between 5 milreis and 5\$200

reis. The consequence is that all taxes and import duties are paid for in Portuguese money, and a profit of from 12 per cent. to 15 per cent. is obtained by the merchants. From 12 per cent. to 15 per cent. is consequently lost by the Government officials who receive their salaries in Portuguese money, and by the different Government departments in purchasing materials in the city for improvements or establishment. It is evident, under the conditions explained, that the gain to the merchants by this real but unacknowledged exchange must be considerable.

II.—Shipping and Navigation.

Shipping.

The shipping of this port when compared with the shipping of last year has not modified as regards the tonnage of ships, but has decreased in the tonnage of cargo delivered.

The reason for the stability in the number of ships, is that this port and Beira have been made ports of call by the Indian liners which hitherto went direct from Durban to Calcutta or Bombay; and that new steamship companies, during the year, have entered into the South African trade.

The principal reason of the diminution of cargo delivered is that the railway construction has not been continued with the same vigour as heretofore, and the amount of materials required has been proportionately smaller.

British ships continue to maintain their premier position in trade.

A table is given below, showing the nationality, tonnage, and number of ships entered and cleared at this port during the year.

RETURN of Vessels Entered and Cleared at the Port of Lorenzo Marques during the Year ended December 31, 1892.

Nationality.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	153	197,170	7	814	160	197,984
Portuguese... ..	18	25,778	8	789	26	26,567
German	21	53,888	1	369	22	54,257
French	1	1,004	3	970	4	1,974
American	...	...	1	507	1	507
Norwegian	...	...	4	1,652	4	1,652
Dutch	1	415	...	...	1	415
Swedish	...	...	1	345	1	345
Total	194	278,255	25	5,446	219	283,701
" for preceding year ...	183	277,567	25	12,761	208	290,318

Steamship rates.

The following are the new rates of freight of the Castle and Union lines to South Africa. The rates by the broker lines (including Messrs. Bucknall's new line) are practically the same,

with the exception of the first class and second class, in which the mail companies' rates are higher by 5*s.* and 3*s.* 9*d.* respectively:—

TABLE showing New Rates of Freight per Mail and Intermediate Steamers to South Africa.

Description.	Class I.	Class II.	Class III.	Class IV.
	£ s. d.	£ s. d.	£ s. d.	
By mail steamers, London or Southampton, to—				
Cape Town and Algoa Bay	2 5 0	1 12 6	1 5 0	By special agreement
Mossel Bay and Knysna	2 10 0	1 17 6	1 10 0	
East London and Port Natal, including lighterage	2 12 6	2 0 0	1 15 0	
Delagoa Bay, exclusive of lighterage, which is payable at port of shipment ...	2 12 6	2 0 0	1 15 0	
By intermediate steamers, London or Southampton, to—				
Cape Town and Algoa Bay	2 2 6	1 10 0	1 5 0	By special agreement
Mossel Bay and Knysna	2 7 6	1 15 0	1 10 0	
East London, including lighterage	2 10 0	1 17 6	1 15 0	
Port Natal, including lighterage	2 10 0	2 0 0	1 15 0	
Delagoa Bay, exclusive of lighterage, which is payable at port of shipment ...	2 10 0	1 17 6	1 15 0	

NOTE.—With 10 per cent. primage in every case.

The following is a list of the regular lines of steamers calling at the port of Lorenzo Marques:—

The Union Steamship Company from South African ports to this port, returning from here by the same route. Every two weeks.

The Union Steamship Company from Durban to this port, and on up the east coast as far as Mozambique, returning by the same route to Durban. Every six weeks.

The Castle Steamship Company from South African ports to this port, returning from here by the same route. Every two weeks.

The Natal Line of steamers from Durban to this port, and thence to Beira and Calcutta. Every three weeks.

The British and Colonial Steam Navigation Company, from South African ports, and from here to India. Every three weeks.

The Aberdeen Direct Line, from South Africa to this port, Beira and Chinde, returning by the same route. Every two weeks.

The German East Africa Line, from Europe and East Coast ports to this port and Durban, returning by the same route. Every four weeks.

The Portuguese Royal Mail Steamship Company sent one steamer a month from Lisbon to this port by way of Suez Canal and East Coast ports during the first part of the year, but towards its close the through communications were irregular.

The first six of the above companies are British, and the last two are German and Portuguese respectively.

Mail service. There are four European mails from the south and one European mail from the north delivered at this port each month. There is also a daily overland mail service between Barberton and this city.

Discharging. Discharging of ships at this port is carried on with lighters and steam tugs. The maximum per day, if continuous, is about 200 tons. The charges vary from 6s. to 10s. per ton.

Arrangements are being made for establishing the "Otto System" of discharging at this port. The advantages of the system are reported on in Part IV.

Lights and buoys. There are three buoys placed in the outer harbour of this port in the following positions:—

A red conical buoy with staff and cage is moored on the south-east edge of Hope Shoals.

A red buoy is placed on the north-west point of Cockburn Shoal.

A red buoy is moored in six fathoms on the edge of Ribeiro Shoal (Lech Reef).

At the entrance to the inner harbour a red buoy is placed abreast of Reuben Point in the centre of the channel.

The four new buoys, which the authorities intended to place last year on the different shoals in the outer harbour not at present indicated, have not yet been placed in their positions.

Lighthouse. A stone lighthouse, with a light of the fourth magnitude, has been placed at Reuben Point to direct ships at night to the outer anchorage and to the entrance of the inner harbour. This lighthouse takes the place of the former insignificant beacon at Reuben Point, and is a great help to mariners.

The building of three other lighthouses is contemplated, and on their completion it is supposed that ships will be able to enter and leave the harbour at all hours of the night. One of the proposed new lighthouses is to be of the first magnitude, and placed at Cape Inyack. The other two are of the fourth, and are to be so placed as to give a bearing line to the entrance of the inner harbour.

Harbour. A certain amount of controversy has lately taken place concerning the natural advantages of the harbour of Delagoa Bay, and the following remarks concerning the harbour are given in the hope of eradicating some of the erroneous ideas which evidently exist:—

The harbour of Delagoa Bay is acknowledged by competent authorities to be the finest in South Africa. In the inner bay there is room enough for thousands of ships to be stationed, and at low water there is sufficient depth to allow vessels of 4,000 tons to anchor within a few hundred yards of the shore.

The outer bay may be said to extend along the coast north and south for a length of some 70 miles between 25° 20' and 26° 20', and its width, from the coast to the entrance of the inner harbour, to be about 28 miles. From the northern extremity to Inyack Island, north of Inyack peninsula, a line of shoals extend, called respectively the Cutfield, Donnett, Hope, and Cockburn.

The least water over the Cutfield is $2\frac{1}{2}$ fathoms; over the Dommett, 3 fathoms; over the Hope, 3 fathoms; and over the Cockburn (which is off the shores of Inyack and Elephants' Islands) a depth of 1 fathom, all these soundings being at low water springs.

Between these above-mentioned shoals good channels exist. The approaches to the bay are not limited to these channels for vessels of moderate draft, the tails of the adjoining banks having 4 fathoms over them, so that the bay is easy of access in all winds. Under the shelter of Inyack Peninsula good and safe anchorage is found, with depths from 4 fathoms to 9 fathoms, and under the lee of the peninsula and the adjoining island Port Melville is situated. At the entrance to the inner harbour, commencing abreast of the south-western extremity of Shetep Island, is a bar $\frac{1}{2}$ mile wide, composed principally of river detritus. It extends to about a line drawn from Reuben Point to Mohone Point, which indicate the entrance of the inner harbour and are about 3 miles apart. On this bar is a minimum depth of $13\frac{1}{2}$ feet at low water spring tides.

The inner harbour extends from Reuben Point to abreast of Matolla River, with a length of 7 miles and average width of 1 mile. The depth varies from 3 fathoms to 13 fathoms at low water springs. The foreshore on the northern side extends some 300 yards outside high water-mark and then rapidly deepens. The Rivers Tembe, Umbeloos, and Matolla discharge into the inner harbour, the two former being navigable for a considerable distance from their mouths, and maintaining a width sufficient to allow of the entrance of large craft.

III.—*Population and Industries.*

The population of Lorenzo Marques has slightly decreased Population. during the year. The stagnation of trade has driven many of the former inhabitants to seek employment elsewhere. Many have gone to Beira, attracted by the railway which is being constructed from that port to Mashonaland, and some have gone to the railway works in the Transvaal.

There have been no emigrants sent from Portugal to Lorenzo Emigration. Marques this year, which is an advantage to all concerned.

Such emigrants as have been sent here formerly, have been found quite incapable of adapting themselves to the climate, or of grasping the opportunities which are presented to them in the development of the soil. The consequence has been that, owing perhaps to the want of necessaries of life, they have tended to increase unnaturally the already heavy death rate of the municipality, without producing any material advantages.

Owing to the heavy drought during the last 2 years, the Crops. mealie-crop to which the native looks for food has been an entire failure, and in many districts surrounding Lorenzo Marques, the native inhabitants have been on the verge of starvation.

Natives of the district.

Alcohol is sold here in unlimited quantities. The natives spend the greater part of their wages in drinking it, and are, perhaps, of the lowest order of Africans. By studying their existence one realises that human society is in its most corrupted state at that period when men have lost their original independence and simplicity of manners, but have not attained that degree of education which introduces a sense of decorum and of propriety in conduct, as a restraint on those passions which lead to heinous crimes.

Perhaps the most depressing part of the native question is the fact that a native who is a heavy drinker is more in demand than an abstemious one, and consequently a premium is maintained for insobriety. The reason of this is that all natives on being employed for any definite object, have to be instructed in that which they are employed to do. If a native be temperate in his habits, he will, in one or two months, earn sufficient to maintain himself for months, with the consequence that he will soon return to his home and the instructions which have been given to him in the first instance will be lost. With an intemperate native the opposite state of affairs exist. Month after month, on the receipt of his wages, he spends his entire income on alcohol and never having sufficient funds to take him home, remains with his employer perhaps for years, becoming more and more valuable as time elapses, and the repetition of instructions becomes less necessary.

Rates of wages.

On account of the scarcity of work in the district during the year, the rates of wages have slightly decreased when compared with last year, and are now as follows:—

Occupation.		Amount.	
		From.	To.
		£ s. d.	£ s. d.
Native and emigrant labourers	Per day ..	0 1 0	0 2 0
Native masons	" ..	0 3 0	0 5 0
Indian "	" ..	0 4 0	0 8 0
Chinese carpenters	" ..	0 8 0	0 15 0
European "	" ..	0 15 0	1 5 0
Indian painters and colourmen	" ..	0 8 0	0 15 0
Native servants	Per month..	1 0 0	4 0 0
" cooks	" ..	2 0 0	10 0 0

Pearl fisheries.

In the trade report for this district in 1891 it was mentioned that a syndicate was being formed in Lisbon to develop the pearl fisheries in the Bazaruto Archipelago.

In the month of September, 1892, representatives of the syndicate, with two English divers, commenced operations at Bazaruto, but the success of the enterprise has not yet transpired. Representatives at the fisheries are Captain Ivens-Farrez, a naval captain, and Captain Pavia, a military officer. The district con-

ceded for the pearl fishing extends from the mouth of the Sabi River, 70 miles below Sofala, to about the twenty-second parallel of south latitude near Cape San Sebastian, an extent of some 120 miles. For the present operations are being carried on at the group of islands known as Bazaruto. These islands, identical with the "Isles de Raçica" of G. de l'Isle's "Carte du Congo et du Pays des Cafres, circa 1710," lie a few miles off the coast of "Monomotapa," below Sofala and the Sabi River, in longitude 38 degrees E. and latitude 22 degrees S.

There are no known beds of salt rock in the district. The Salt. many lagoons surrounding the harbour of Delagoa Bay are flooded with 2 feet or 3 feet of salt water at spring tides. During the neap tides the water settles into the ground, and salt is deposited and hardened on the surface, to the thickness of a quarter of an inch.* The natives of the district can be seen chipping this crust of salt off the surface for their own use; but beyond this, no attempt has been made to render the salt deposits into serviceable matter.

No attempt has been made during the year to develop the Coal mines. valuable coal deposits, which are said to exist in large quantities in this district.

The township of Middelburg lies 150 miles west of this city, Middelburg and 84 miles east of Pretoria. The district surrounding the coal. town has immense beds of excellent steam coal. The railway from Lorenzo Marques to Pretoria will pass through these coal deposits, and it is hoped that Middelburg coal will soon be placed on ships in this harbour for less than 1*l.* a ton.

Foreign coal is supplied here at the following prices:—Best Foreign coal. Welsh steam coal, 80*s.* per ton f.o.b.; Dundee (Natal) coal, 52*s.* per ton f.o.b.

Four distilleries for the production of alcohol have been Distilling. established in this district during the year. The customs dues in the Transvaal are 10*s.* a gallon for alcohol of European production, and free to alcohol produced in this province. There is consequently a large advantage to be obtained in distilling in this district alcohol intended for consumption in the Transvaal.

With the advancement of the railway into the mining district Quartz. of the Transvaal, it has become possible for some of the mines to send at a profit through this port their rough productions to be developed elsewhere. Several tons of gold concentrates have, for some time past, been sent weekly from this port to Durban to be refined.

Investigations have been made into the chances of a petroleum Petroleum. industry in the Transvaal. A promising bed of oil shale has been located in the centre of the Republic in the high veld, and almost on the track of the Lorenzo Marques-Pretoria Railroad. Samples have been sent to Scotland for analysis, and the report is most favourable.

An ice factory has been established in this city, capable of Ice. producing a ton of ice a day. The ice is sold at a retail price of 2½*d.* a lb.

IV.—*Public and General Works.*

Roads.

Of the public works commenced in this city during the year, that which has been most popular has been the hardening and levelling of the streets. The principal thoroughfares have been macadamised well, and pavements have been placed on both sides of the roads. It is hoped that the system of improvements in this direction will be continued until all the streets in this city are finished.

Other works.

Among the other public works now progressing, or in contemplation, are the following :—

1. Filling in the swamp behind the town.
2. The completion of the barracks.
3. An ironwork extension to the pier.
4. A wooden pier at which lighters may discharge cargo.
5. Enlarging the custom-house.
6. Building an engine-house and machine-shop.
7. Building a new town-hall.
8. Lighting the city and port with electric light.
9. A system of waterworks to supply the city with Komati River water.

Building.

The usual number of private buildings have been erected during the year, but as they have mostly been of small dimensions, the trade in building materials has not been brisk.

Telephones.

During the year a system of telephones has been established throughout the city, and to the outlying Government depôts and private houses. The length of wires is about 50 miles; the number of subscribers, 85; and the annual subscription, 12%.

Telegraphic communication.

By means of cables along the east and west coasts of Africa, Lorenzo Marques is connected with the colonial and European systems of telegraphs.

Railroads.

Although it is more than 50 years since the first attempt was made to establish communication between the Transvaal and this city, no practical advantages were obtained in the direction until June, 1887, when the first work of constructing a railway to the Portuguese frontier at Ressano Garcia was commenced.

Portuguese section.

This line has now been completed for about 3 years, and is 56 miles in length. It runs by easy gradients through long glades of fine grassy country, interspersed with bush and timber of all kinds; indications of gold, copper, and other minerals being traceable in the surrounding districts, as the train reaches the banks of the Komati River the view is one of great beauty.

Netherlands section.

During the year there has been a continued tendency towards the better equipment of the railroad, in removing sharp grades and curves, and in improving beds and structures, all of which have led to greater safety, speed, and comfort.

The Netherlands Railway Company is pushing its line on with commendable vigour, and as the works are now well through the unhealthy low countries and tsetse-fly belts, there

are no more engineering or climatic difficulties of any importance to look forward to.

From the commencing of the line all work done in the construction has been excellent. The rails, bridges, girders, &c., employed are of the best quality, and of the same weight and proportion as the lines of the Cape Colony.

The width of the line is 3 feet 6 inches.

Gauge.

The steel rails weigh from 80 lbs. to 90 lbs. per yard, and are manufactured, together with the iron sleepers, bridges, girders, fish-plates, screws, nuts, bolts, and all rolling stock (with the exception of a few heavy engines), by Messrs. Bochum and Company.

Weight of rails.

In the first 115 kiloms. of the line 74 kiloms. of iron sleepers and 41 kiloms. of djatti-wood sleepers from Java were used.

Sleepers.

The steepest gradients in the line are 1 in 50, and the curves are not less than 150 metres radius.

Grades. Curves.

The smaller bridges, culverts, and drains have been well constructed of large granite blocks, and openings have been made sufficiently large to carry off the water during the most rainy season.

Bridges.

Granite quarries are to be seen throughout the country in which the railroad is situated, and the stone is used by the company in all its present masonry work.

Granite.

The principal bridge in the line is over Komati River. This bridge is 700 feet long, and is composed of 6 piers and 2 abutments, carrying 7 spans. The sub-structure of the bridge contains 20,000 cubic feet of quarried stone, 33,000 cubic feet of concrete, 7,500 cubic feet of stone-facing, and 36,000 cubic feet of loose stone.

Komati bridge.

The heaviest piece of work on the line is the Krokodil Poort section. Here the way runs beside the river at the base of a steep hill, and before the road was completed 4,290,000 cubic feet of stone and gravel had been blasted and removed.

Krokodil Poort.

A rack and pinion road, running in parts through tunnels, 2½ miles in length, and having a grade of 1 in 20, will be made from the foot of Elandsberg, at 200 kiloms., to the high veld. A special rack and pinion engine will be stationed there to take the ordinary trains from the low country to the high veld, but the trains will descend the berg by the use of their own brakes.

Elandsberg.

At the end of the year the railway was finished to Alkwaar, about 140 miles from this port. The total length of the line from Lorenzo Marques to Pretoria will be 346 miles (*i.e.*, 56 miles Portuguese and 290 miles Netherlands), and the company expects to complete the construction before December 31, 1894.

Length of line. Total length

Telegraph wires have been constructed along the whole length of the finished line.

Telegraphs.

Nelspruit, 129 miles from this port, is 2,416 feet above the level of the sea, and the summit level of the whole line will be at Bergedaal, 214 miles from here, where it reaches a height of 6,437 feet.

Altitudes.

The construction of all railways in the Transvaal has been (1461)

Concession.

B

ceded to the Netherlands Railway Company, its original concession for the Lorenzo Marques line having been considerably modified in many important particulars by mutual agreement between it and the State. This company is ostensibly Dutch, but in reality is German, the bulk of its capital having been subscribed in Berlin, from which place practical control will most likely be directed.

Barberton
branch.

The branch line to Barberton is to commence at 74 kiloms. (Kaapmuiden), and is to finish at Gospel Kopje, in Barberton. It will be constructed from 74 kiloms., over the Avoca, along the Queen's River. The length will be about 34 miles, the curves not less than 150 metres radius, and the limit of grade 1 in 40. Bridges will be constructed over the Queen's River and Low's Creek.

Selati branch.

The proposed Selati River Railway, reported on last year, has not yet been commenced. The distance from Lorenzo Marques to Komati Poort, at which point the line will most likely branch off from the Netherlands line, is 58 miles; thence allowing for deviations, to Leydsdorp is 130 miles, and from there to the new township of Burghersdorp, which will probably be the eventual terminus, is 17 miles, or a total of 205 miles from the coast. Burghersdorp is 2,400 feet above the level of the sea, and Leydsdorp 1,600 feet. The country is healthy and well supplied with water. By the Selati Railway, the Murchison Range and the low country will be brought within two days' journey from the coast, and the cost of obtaining goods from Europe will be reduced, both by reason of the land transport being about one-fourth of what it is now, and also through the low customs dues imposed at this port. At Zoutpansberg there are said to be rich auriferous deposits, and the country abounds in teak and other timber, while the soil in general is excellently adapted to agricultural pursuits. The chief provisions of the Selati River Railway concession are as follows:—

Length of
line.

Altitudes.

Minerals.

Concession.

The line will start from a point on the Netherlands Railway, between Komati Poort and Nelspruit, to be fixed, as well as the terminal point, by the Government. The gauge is to be 3 feet 6 inches, with a single line of rails; the route to be decided by the Government in conjunction with the concessionaires. All ground required in the construction, the stone from all quarries and wood-cutting, is at the disposal of the concessionaires free, except when expropriation of private rights is necessary. All importations of railway material and necessaries shall be free of duty. The works must be commenced within 9 months from date of Volksraad grant and publication. The concessionaires bind themselves to have the line in working within 3 years.

Tramway.

A year ago a company was about to be formed in this city for running trams for passengers and freight, from the principal thoroughfares in town to the residential quarters on the hill surrounding the bay, but events have taken place during the year which have postponed the possibility of such an improvement to the indefinite future.

The Otto system of discharging, mentioned in Part 2 of this "Otto system" report as an improvement to be adopted here, is composed of an aerial tram running from the custom-house sheds to the ships at end of a pier, which is to be constructed to deep water. A stone wall is to be built from the shore, a distance of 110 yards into the sea. A series of 104 screw piles 1 foot 8 inches in diameter will continue from the end of the stone pier for about 150 yards further, until a depth of 10 fathoms at low water is obtained. On these screw piles, and on the stone wall, is to be erected the framework for supporting the endless wire-rope. Surrounding the end of the pier is to be a floating pontoon at which ships will lie, and where two steam cranes of 5 tons power each will be stationed. The cargo will be taken from the pontoon by the cranes mentioned, and placed in slings on the wire-rope, which will form a continuous delivery from the ship's side to the custom-house. A 10 horse-power semi-portable engine will drive the cable, and supply the pier with electric light for night work. The amount of cargo which can be loaded or discharged by this system is about 1,700 tons per day. The charges are to be 6s. 6d. per ton for unloading, or 4s. 6d. per ton for loading, out of which the Government will receive a royalty of 2s. per ton. The concession is to continue for 30 years from the completion of all works, and guarantees to the concessionaires the first right to build any further systems of discharging, which may be found necessary in the future. It is expected that the works will be completed before the end of 1893.

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1893.

[C. 6855—50.]

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PORTUGAL.

BEIRA.

Mr. Vice-Consul Hussey-Walsh to the Earl of Rosebery.

My Lord, *Beira, February 3, 1893.*
I HAVE the honour to forward herewith my Trade Report for
the year 1892.

I have, &c.
(Signed) W. H. HUSSEY-WALSH.

Report on the Trade, &c., of Beira for the Year 1892.

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Introduction.

History.

The town of Beira dates its existence from the beginning of the year 1891. Previous to that date there was only a stockaded fort on the sandbank which now forms the site of the town.

When the Punjwe River was first adopted as the best route into Mashonaland a few stores were started here, and since then the town has steadily continued to develop.

On July 19 of last year Beira was taken over by the Mozambique Company, and made the headquarters of the territory administered by them.

Beira has been known by the Portuguese for about 300 years. Its old name used to be Beira da Mizanzane, and the country in the vicinity was at one time considerably inhabited.

Missionaries did much to civilise the natives and improve the land, but after their expulsion towards the end of the last century the place was gradually forgotten.

In 1888 Colonel Paiva d'Andrade discovered the Punjwe to be an important river, and navigable, whereupon the Portuguese built the fort on the "beira," or sandbank, formed at its mouth.

Population.

No regular census has yet been taken, but the population is assumed to be from 700 to 800, 200 of which are Europeans.

There are about 100 white British subjects, 20 Hindoos, and 10 Banyans.

An official census will shortly be made.

State of trade.

There is as yet but little trade done with the natives, but the building of the railway, the continual extension of Beira town, where in every part the sound of the hammer is to be heard from morning to night, the improvements that are being effected in it, people passing through from Mashonaland put a good deal of money into circulation, and the merchants, mechanics, carpenters, hotel and bar-keepers benefit considerably.

Rate of wages.

Clerks get from 15*l.* to 20*l.* a month; lightermen, 15*l.* a month; carpenters, 17*s.* 6*d.* to 1*l.* a day; native cooks, 50*s.*; and native servants, 15*s.* to 25*s.* a month with rice.

Currency.

English is the chief currency used, but Portuguese silver and copper coins are also in circulation. Indian rupees (stamped and unstamped), Mexican dollars, or "Maria Theresa's," are also employed, but they are not officially recognised, and their use is daily decreasing.

Taxation.

The principal tax levied up to now has been the trading licenses (see Table I.).

At present, however, a valuation is being made of the houses of the town by a committee chosen from the inhabitants without reference to their nationality, and a tax of 10 per cent. per annum is to be raised on the yearly valuation assigned to each house.

Moreover, everyone has to pay rent for the ground he occupies. Till the Mozambique Company came no definite concession had been made of any land in Beira.

The Portuguese Government used to give applicants for plots of land the right of occupation of the same, on payment of a sum down, combined with a yearly rent, without, however, any fixity of tenure.

Applicants for land in this town now get a definite concession, subject to the previously-mentioned conditions, but the former rent is going to be raised in every case.

The new rate will be about $2\frac{3}{4}d.$ per square metre per annum.

Shipping and Navigation.

No returns are to be had of the shipping of this port previous Shipping and to July 20 of last year, when the Mozambique Company started navigation. work.

Since that date the following is the shipping return :—

Nationality.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	32	22,124	31	22,100
Portuguese	8	7,239	8	7,239
German	6	1,716	6	1,716
Total	46	31,079	45	31,055

All the above are steam vessels. The vessel left in the harbour at the end of the year is the "Kimberley," which plies between this and Fontesvilla, the starting point of the Beira Railway.

Several dhows visit this port from different ports along the coast. A few have come from India.

Since September most of the British ships have been bringing gear for the railway.

Three lines of steamers send boats to this port: the Union, Mail service. German East African, and the Mala Real.

A Union Company's steamer leaves Cape Town once every six weeks, which touches at most of the ports on the East Coast up to Mozambique.

Both the German East African Line and the Mala Real send a boat once a month from Mozambique, which call here on their way to and from Delagoa Bay.

It is given out that the large steamers of the German Line which come from Hamburg, viâ the Suez, will in future put in here.

The Castle Line of steamers have just announced their intention of sending a steamer once a fortnight from Port Elizabeth to this port. Their first steamer has just arrived.

Other regular service—Messrs. J. T. Rennie and Sons' despatch a boat once every 3 weeks from Natal, which puts in at Beira on its way to and from Chinde.

Messrs. Bullard and King's steamers which convey coolies from Indie to Natal, call here once a month on their way to India. Local mails are conveyed by both these lines.

Buoys.

The channel leading into this port has been re-buoyed in an efficient manner with buoys of large size.

The buoys are now clearly visible one from another, which is a great improvement.

A new survey has been made of the harbour, and numerous soundings taken.

Lights.

A light has been placed on the Point Tea landmark, visible for ten miles, another light is shown from the Chiveve landmark.

During the course of the year the following improvements will be made:—

1. A white flash light will be substituted for the present one on Point Tea.

This is to be visible $17\frac{1}{2}$ miles with a range of 220 degrees.

2. A red flash light will take the place of the present one on the Chiveve tower, to be visible $17\frac{1}{2}$ miles, with a range of 170 degrees.

3. A green continuous light will be shown on Massique Point, visible $5\frac{1}{2}$ miles and illuminating a sector of 10 degrees.

4. A continuous light will be placed on Chirora Point, a sector of 10 degrees (on the east) being illuminated by a red light, and a white light illuminating another sector of 120 degrees, the double light to be visible $17\frac{1}{2}$ miles.

When the lighting of the harbour is completed, there will be no difficulty for vessels to enter at night.

Harbour dues.

The following are the harbour dues, but ships that have paid dues already at one port on the coast of Portuguese East Africa do not pay at the other ports they touch at on the same trip.

Description.					Per Ton.
Sailing ships	..	..	..	..	d.
Steam	..	..	..	..	8
Steam ships doing regular service at least	..	..	..	..	$2\frac{1}{2}$
once a month	..	..	..	..	14

Trade and Commerce.

Imports.

The imports have been chiefly tinned provisions, beer, spirits, cotton goods, handkerchiefs, corrugated iron and wood for building purposes.

Very little of the railway gear has been landed here, most having been sent straight to Fontesvilla in barges. Owing to the difficulty in procuring carriers next to no goods are now sent through Beira and Mashonaland.

Skins, hides, indiarubber, ivory, beeswax, and horses. The Exports. value during last year was about 1,000/.

The following are official statistics of custom-house receipts in the last 6 months of 1891 and in the same period of 1892 :—

Period.	Receipts.
July to December, 1891	£ 1,702*
„ „ 1892	4,497

* Rates of exchange, 4\$500 reis = 1/.

A very large amount of spirits were imported in August, 1892, in consequence of its being known that the duty on them was to be raised.

The duties in that month amounted to 1,688/.

The present tariff is under revision. It is likely that the Customs duties on spirits, rifles, and guns will be raised (see Table 2).

Only 50 per cent. of these duties are charged on goods coming from Portugal.

Two-thirds of the duties have to be paid in gold, one-third in Government guaranteed paper or silver.

For export duties and custom-house valuation of certain articles of export (see Table 3). This tariff is also under revision, and the duties likely to be increased.

Goods in transit to and from Mashonaland are never charged more than 3 per cent. ad valorem, otherwise the duties on them are the same as per tables.

This will show the amount raised (see Table 4) during a Revenue. period of 6 months, but as the returns have not all yet come in from the outlying districts the amounts, except that raised from the sale and hire of land, which is accurate, will be slightly below the actual figure.

Public Works.

The works in course of execution and to be executed during the year are :—

1. Making a revetment of piles round the Point, and a portion of the west side of the sand-bank (see map of Beira Harbour). This work has been commenced and in time. It will be the only way of protecting the town from inundation during the spring tides towards the end of the rainy season, besides every spring tide, especially if there is any wind, washes away some two or three yards of the sand-bank. Another year, unless this work is completed, will probably see the custom-house washed away.

2. Reclaiming a portion of the Chiveve (see map).

3. Building a market and reservoirs for rain-water.

4. Building an increased number of Government offices.

A residence for the officials of the Mozambique Company is now nearly completed, and a Government house is in course of erection.

5. Building a township at the terminus of the railway near Chimoio. The country round Chimoio is healthy and free from fever. It is also outside the region infested with the tsetse fly.

6. A telegraph from Beira to Sena.

Beira
Railway.

The railway that is to bridge the "fly country" was started at the beginning of October. A spot on the right bank of the Punjwe, 5 miles below Noves Ferreira and about 40 miles above Beira was selected as the most suitable starting point. It was given the name of Fontesvilla.

The present contract is for 75 miles of line, which will place the terminus of the first section of the railway near Chimoio (see map of Mozambique Company's territory).

Twenty-five miles of line have now been completed, and the ground is prepared for laying another 25 miles. It is expected to be completed at the end of March.

Game

The country is full of game. Buffalo, buck, "wilde beeste," "harte beeste," and guagga are to be found in vast herds, at times, within a few miles of Beira.

In the rainy season when the low-lying country becomes swampy, they move to higher ground further inland. The Busi and Punjwe Rivers are full of hippopotami. Lions are fairly numerous, and a reward will shortly be offered for each one killed. A few days' march from this town will bring one amongst elephants.

Game laws have been drawn up by the Mozambique Company, and will shortly be issued.

If the buffaloes were done away with nothing more would be heard of the tsetse fly.

Land and
mining laws.

These can be obtained from the London offices of the Mozambique Company, Broad Street House, Old Broad Street, E.C.

Future
prospects.

Everything seems hopeful for the rapid development of the town of Beira and of the territory administered by the Mozambique Company.

Beira has a good, safe harbour, which can be entered by vessels of large tonnage.

It is, moreover, situated at the mouth of two navigable rivers, draining two large and widely separated areas of country. This circumstance must eventually draw to it a good deal of trade from the interior. The coast trade has already begun, and it can be expected that dhows from Sofala, the Sabi, Chiluan, Boene, Inhamissengo, and the Zambezi will come here in increasing numbers to dispose of their cargoes. Bazaruto Island might also send its pearls here to be disposed of.

When the fly country has been bridged by the railway the Punjwe will become the trade route from Mashonaland. What that trade is to be can be judged by the fact of the presence there of gold in considerable quantity, of iron, of other metals, and of coal.

MAP OF THE MOZAMBIQUE COMPANY'S TERRITORY

SHOWING THE FIRST SECTION OF THE BEIRA RAILWAY. (75 MILES)



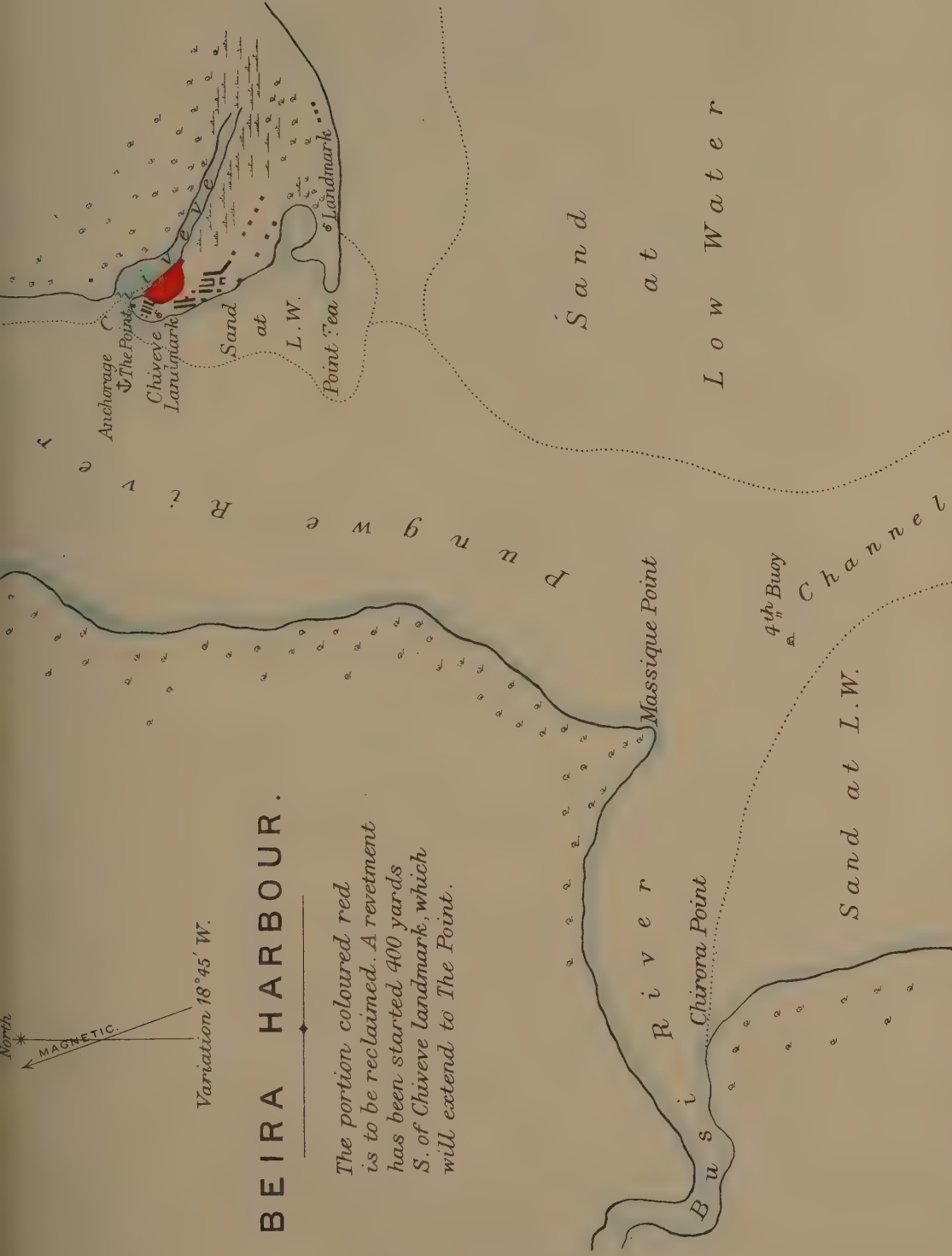
Scale of English Miles.
10 0 10 30 50 70 90

North
*
MAGNETIC.

Variation $18^{\circ}45'$ W.

BEIRA HARBOUR.

The portion coloured red is to be reclaimed. A revetment has been started, 400 yards S. of Chiveve landmark, which will extend to The Point.



Scale of Nautical Miles.



R.F. 74,120

Table II.—IMPORT Duties.

Description.		Amount.	
		Sterling.	Per Cent.
		s. d.	
Sugar	Per kilo. ..	0 1½	..
Oil	Per litre ..	0 1	..
Distilled liquors	" ..	1 4	..
Fermented "	" ..	0 1	..
Wine	" ..	0 2	..
Tea	Per kilo. ..	0 8	..
Beads	" ..	0 2½	..
Guns and revolvers	Each ..	13 4	..
Butter	Per kilo. ..	0 4	..
Hoes	Each ..	0 3	..
Manufactured metals	Ad val. ..	..	6
Pistols	Each ..	3 4	..
Gunpowder	Per kilo. ..	0 9	..
Tobacco	" ..	2 8	..
Cigars	" ..	8 0	..
Cigarettes, snuff, &c.	" ..	5 4	..
Cotton textures, woven, plain, serged or twilled, handkerchiefs	" ..	0 4½	..
Woolen, linen, and silken articles, or of muslin, lace, tulle	Ad val. ..	..	10

Table III.—EXPORT Duties and Custom-House Valuations
of Articles of Export.

Description.	Duty ad Valorem.	Valuation.	
		Quantity.	Sterling.
	Per cent.		s. d.
Indiarubber	4	Per kilo. ..	4 0
Beeswax.	4	" ..	1 9
Hides and skins	2	Each ..	2 11
Tiger skins	2	" ..	5 0
Cocoanuts	1	Per 100 ..	3 4
Gum	2	Per kilo. ..	0 10
Ivory (according to quality) ..	6	" ..	13s. to 26s.
Indian corn	1	Per decalitre. .	1 0
Ebony	1	Per kilo. ..	0 2
Native tobacco	1	Per roll ..	0 5

Table IV.—SOURCES of Revenue of the Mozambique
Company's Territory. (July to December, 1892.)

Description.						Amount.
						£
Postage and other stamps	..	..	..	..	..	713
Stamped paper ..	..	..	..	..	..	53
Sale and rent of land ..	..	..	..	..	..	986
Harbour dues * ..	..	..	..	..	..	106
Custom-house receipts ..	..	..	..	..	..	4,658
Trading licenses	..	..	..	..	..	1,067
Total ..	..	..	..	..	..	7,583

* The amount raised by harbour dues is small, owing to the fact that the great majority of steamers coming here have already called at some other port of Portuguese East Africa on the way.

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1893.
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AND FINANCE.

PORTUGAL.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF MADEIRA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1040.

*Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.*

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1109. Tunis	.. 1½d.	1169. Athens	.. 12d.
1110. Sofia	.. 3d.	1170. Galatz	.. 1½d.
1111. Brunei	.. 1½d.	1171. Guayaquil	.. 1d.
1112. Athens	.. 2½d.	1172. Riga	.. 2d.
1113. Alexandria	.. 2d.	1173. Trebizond	.. 1d.
1114. Vienna	.. 1d.	1174. Havre	.. 2½d.
1115. Stettin	.. 2½d.	1175. Saigon	.. ½d.
1116. Berne	.. 1d.	1176. Baltimore	.. 1½d.
1117. Palermo	.. 2½d.	1177. Brest	.. 1d.
1118. Tokio	.. 1½d.	1178. Buenos Ayres	.. ½d.
1119. St. Petersburg	.. 3d.	1179. Adrianople	.. ½d.
1120. Teneriffe	.. 1d.	1180. Algiers	.. 2½d.
1121. Damascus	.. 1d.	1181. Boston	.. 1d.
1122. Naples	.. 2d.	1182. Marseilles	.. 1½d.
1123. Hakodate	.. 1d.	1183. Warsaw	.. 1d.
1124. Montevideo	.. 2½d.	1184. Piræus	.. 1½d.
1125. Stockholm	.. 1½d.	1185. Callao	.. 1d.
1126. Dantzic	.. 2d.	1186. Jerusalem	.. ½d.
1127. The Hague	.. 1½d.	1187. Chefoo	.. 1½d.
1128. Odessa	.. 1d.	1188. Munich	.. 2d.
1129. Berne	.. 1½d.	1189. Resht	.. 1d.
1130. Malaga	.. 3d.	1190. Batavia	.. 1½d.
1131. Rome	.. 2½d.	1191. Batoum	.. 1½d.
1132. St. Jago de Cuba	.. 4½d.	1192. Tainan	.. 1d.
1133. Munich	.. 1½d.	1193. Amoy	.. 1d.
1134. Meshed	.. 1d.	1194. Zanzibar	.. 4d.
1135. Guayaquil	.. ½d.	1195. Corunna	.. 2d.
1136. Rio de Janeiro	.. 4½d.	1196. Algiers	.. 15½d.
1137. Tonga	.. 1d.	1197. Pakhoi	.. 1d.
1138. Copenhagen	.. 1d.	1198. Nice	.. 1½d.
1139. Tangier	.. 1½d.	1199. Kinnghow	.. 1½d.
1140. Buenos Ayres	.. 2½d.	1200. Aleppo	.. 1d.
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1143. Christiania	.. 5½d.	1203. Charleston	.. 2½d.
1144. Old Calabar	.. 2d.	1204. Syra	.. 1d.
1145. Trieste	.. 1½d.	1205. New Orleans	.. 2½d.
1146. Quito	.. 1d.	1206. Suakin	.. 1½d.
1147. Buenos Ayres	.. 6d.	1207. Caracas	.. 1d.
1148. Bogotá	.. 1d.	1208. Somali Coast	.. 1d.
1149. The Hague	.. 2d.	1209. Nantes	.. 1d.
1150. Mexico	.. 2½d.	1210. Tahiti	.. 2d.
1151. Florence	.. 2d.	1211. Ichang	.. 3½d.
1152. Calais	.. 1d.	1212. Wénchow	.. 1d.
1153. Lorenzo Marques	.. 1½d.	1213. Havana	.. 2d.
1154. Patras	.. 1d.	1214. Cagliari	.. 1d.
1155. Taganrog	.. 1d.	1215. Old Calabar	.. ½d.
1156. Stockholm	.. 1d.	1216. Foochow	.. 1d.
1157. Washington	.. 2d.	1217. Wuhu	.. 1d.
1158. Paris	.. 1½d.	1218. Vera Cruz	.. 1½d.
1159. Bengazi	.. 1d.	1219. San José	.. 1d.
1160. Santos	.. 2½d.	1220. Antwerp	.. 1d.
1161. Buenos Ayres	.. 1½d.	1221. Mogador	.. 2½d.
1162. Nantes	.. 1d.	1222. Berlin	.. 1½d.
1163. Beira	.. 5d.	1223. Rome	.. 1d.
1164. Galveston	.. 1½d.	1224. Constantinople	.. 6½d.
1165. Berlin	.. 1d.	1225. Barcelona	.. 2½d.

No. 1226.

Reference to previous Report, Annual Series No. 1040.

PORTUGAL.

MADEIRA.

Consul Keene to the Earl of Rosebery.

My Lord, *Madeira, April 3, 1893.*

I HAVE the honour to transmit, herewith, my Report on the Trade and Commerce of Madeira for the year 1892.

I have, &c.

(Signed) WM. KEENE.

Report on the Trade and Commerce of Madeira for the Year 1892.

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Appendix.—Plan of port of Funchal.	

The two following tables give the return of all shipping entered and cleared at the port of Funchal during the year 1892:—

PORTUGAL.

RETURN of all Shipping at the Port of Funchal during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	20	4,571	382	692,045	402	696,616
Portuguese... ..	53	10,682	65	102,965	118	113,648
German	2	633	74	121,831	76	122,464
Belgian	...	...	38	72,047	38	72,047
Dutch	...	...	14	16,553	14	16,553
Other countries ...	21	8,086	33	55,075	54	63,161
Total	96	23,972	606	1,060,517	702	1,084,489
„ for the year preceding ...	92	31,150	588	987,441	680	1,018,591

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	14	3,052	368	640,066	382	643,118
Portuguese... ..	49	9,578	64	102,637	113	112,215
German	2	633	74	121,831	76	122,464
Belgian	...	...	38	72,047	38	72,047
Dutch	...	...	14	16,325	14	16,325
Other countries ...	16	5,305	29	46,820	45	52,125
Total	81	18,568	587	999,726	668	1,018,294
„ for the year preceding ...	85	21,526	584	976,581	669	998,107

Increase in shipping.

British shipping increase.

British shipping in excess of all other nations combined.

These tables show an aggregate of 1,370 ships entered and cleared and 2,102,783 tons, an increase of 21 vessels and 86,085 tons over the preceding year.

British shipping is responsible for this increase. During the year 784 British vessels, representing 1,339,731 tons, entered and cleared at this port, being 37 vessels and 74,204 tons more than in 1891.

It will be seen from the following table that there were 198 British vessels and 576,685 tons over and above the combined shipping of all other nations, giving a yearly average for the last 5 years of 145 ships and 40,191 tons British excess over all other nations.

COMPARATIVE Table of Shipping Entered and Cleared at the Port of Madeira for the Years 1888-92.

Year.	British Ships Entered and Cleared.		Ships of other Nations Entered and Cleared.		British Excess over all other Shipping.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1888	797	1,026,304	697	808,702	100	217,602
1889	859	1,207,955	722	845,736	137	362,219
1890	808	1,215,814	662	865,716	146	350,098
1891	747	1,265,527	602	751,171	145	514,356
1892	784	1,339,734	586	763,049	198	576,685

Madeira lying in the direct course for vessels bound to South America and the Pacific, and for those bound to the Cape and other countries via the Cape, it is somewhat astonishing that more vessels do not make it a port of call.

There is, I believe, no reliable English plan of the port of Funchal besides the Admiralty chart of 1843, slightly revised in subsequent years. I have, therefore, compiled the annexed plan, giving all the principal landmarks and buildings. This plan may be regarded as correct for all practical purposes.

Merchant vessels entering Funchal Roads are piloted to suitable anchorages, for which there is a charge of 10s. They must observe the following instructions issued by the captain of the port:—

“In the Bay of Funchal are lying four submarine cables belonging to the Brazilian Submarine Telegraph Company, all starting from the same point to the east of the Forte de St. Hiago in the city of Funchal. The point is marked by a board painted black and having the space which shelters these four cables determined by a sector, whose vertex is the board at the point where the cables are laid and for its sides the magnetic directions 50 degrees north-east and 45 degrees north-west.

“Therefore, in accordance with this notice captains of vessels should not anchor within the area of this sector, in order to avoid damaging the cables, which would be prejudicial to the interests of the company as well as the general public.”

The anchorage is fairly good holding ground and sheltered except from the south-west. It lies from the west of the Forte de St. Hiago to the Loo Rock for vessels admitted to free pratique. For vessels in quarantine the usual anchorage is west of the Loo Rock; this is also the best anchorage for ships of war.

No direct communication is allowed by those on board with the shore, neither are persons from the shore allowed on board before the ship has received the visit from the health officer and the customs authorities and obtained free pratique.

Vessels bearing a clean bill of health are at once admitted to pratique, unless some contagious or suspicious disease has broken out during the voyage; it is, however, of the utmost importance that the bills of health should bear the visa of the Portuguese Consul at the port of departure, as also at ports where the ship

may have touched during the voyage. Without these visas much delay and inconvenience is caused, and when the Consuls cannot be communicated with by telegraph (at the ship's expense) permission for pratique has to be asked from Lisbon and is dependent on the reply.

Discharge of cargo and disembarking of passengers. Immediately on having obtained pratique and delivered up the usual lists, declarations, and manifests, the disembarking of passengers, and the landing of cargo by means of lighters may be proceeded with.

No tonnage or anchorage dues. There are no tonnage or anchorage dues, they having been abolished in 1888 for a period of 5 years, but it is not likely they will be again imposed.

All vessels entering or leaving the port must fly their national flag.

Vessels in quarantine may coal and embark passengers and cargo. Vessels coming from an infected or suspected port and touching for the purpose of coaling are allowed to do so, though they must observe strict quarantine. They may, however, embark passengers and cargo.

Coaling expeditiously performed. Coaling is expeditiously performed, as may be gathered from the fact that the royal mail steamship "Hawarden Castle" took in from two lighters, working port and starboard side, 350 tons in 2 hours 10 minutes, and the royal mail steamship "Athenian" took in from four lighters 400 tons in 2 hours 35 minutes; both these ships were homeward bound and consequently little trimming was required, their bunkers being comparatively empty. The times given are not exceptional. Outward bound vessels occupy longer time, having more trimming to do, but naturally in all cases a good deal depends on the facilities offered by the ships in the shape of derricks, winches, &c., and a plentiful supply of steam.

How supplied. Coal is supplied in bags of uniform size all ready filled in lighters, the price being about 10s. a ton above Cardiff prices.

Price of coal. The following may be taken as an average disbursement for vessels arriving at this port:—

	Amount.	
	Currency.	Sterling.
	Re's.	s. d.
Pilotage	..	10 0
Portuguese Bill of Health ..	2\$250	..
British Consul's visa (if required)	..	10 0
Petties	2 500	..
Clearance	3 500	..
Guards (per day)	400	..

N.B.—Exchange (varying daily), say 5\$400 reis per 1l.

Agents' charges are about 2 per cent. on freight.

Breakwater.

The breakwater joining the Loo Rock to the mainland, which was erected at a cost of 100,000l., and which partly gave way and

almost became a complete wreck during the past year, now seems to have firmly settled and still forms a substantial breakwater.

The damaged portion is probably to be repaired during the summer of 1893.

This breakwater has proved useful to small craft in bad weather, as also to a steamer of 1,781 tons, which was towed into Madeira with the tail end of her shaft broken and having lost her propeller. Utility of breakwater.

This steamer had a new shaft and propeller from England fitted, part of which work was done during a gale.

Gales from the south-west are the only ones that seriously affect the shipping in Funchal Roads; it is, however, commonly reported that ships have constantly to put to sea, and that mail-boats cannot land their passengers on account of these gales. Such is not the case. In 5 years I have never seen a mail-boat unable to land her passengers, and on very rare occasions have vessels put to sea through heavy weather, while on each occasion some ships have ridden the gale out. I do not by the foregoing mean to advocate the riding-out principle; on the contrary, I think the precaution of putting to sea necessary. I merely mention it as showing that under exceptional circumstances it is feasible, though perhaps not unattended with risk. Gales.

Vessels carrying mails and passengers are visited at any hour of the day or night and passengers allowed to land, which landing is now made comparatively easy either at the Loo Rock breakwater or at the new pier. Mail steamers.

Passengers landing at night do not receive their heavy baggage through the custom-house till the following morning; it is, therefore, well to be provided with requirements for the night, which may be taken ashore in hand-bags, &c. Passengers' baggage.

There is under English management a seaman's hospital, which is of the greatest service and in every way satisfactory. It is open to sailors of all nations, except to those suffering from certain diseases. This hospital is supported by voluntary subscriptions. Seaman's hospital.

It is intended to buy land and build a new seaman's hospital (the present building being rented). This work is also dependent on subscriptions. Though a substantial sum has already been collected, it is a long way short of what is required. Proposed new seaman's hospital.

There is also under English management a sailors' rest, supported by subscriptions and open to sailors of all nations. This rest I have found of great use to sailors who come under my charge. Sailors' rest.

During the cholera scare in Europe last summer the strictest quarantine was enforced on vessels coming from infected or suspected ports. Preparations were made for passengers arriving from suspected ports to do quarantine on board a coal hulk. There is a fine lazaretto for passengers a little to the east of Forte de St. Hiago, which, however, though of modern construction, is not used. Quarantine.

The stringent measures enforced should perhaps not be found
(1521)

fault with as they were successful in keeping cholera out of the island, but some of the complicated measures adopted were to some extent annoying and detrimental to trade. I will give one instance:—

The British sailing vessel “Plover” sailed from New York on September 19 for Madeira with a cargo of grain in bulk and in bags, some salt fish, and walnut wood. New York was an infected port when she left, some time before her arrival at Madeira it was declared free.

The “Plover” arrived at Funchal on or about October 14, thus having been at sea 23 days. Her master reported all well on board and no sickness during the voyage.

She was placed in quarantine, but allowed to land the grain all in bulk; the bags, value 100%, the property of the consignee, were ordered to be kept on board.

She was fined 240 milreis shortage. The custom-house allow 3 per cent. (more or less) over the total weight of the manifest. The fish and the walnut wood were not allowed to be landed (value on delivery at Madeira less than 100%). The vessel might, however, have proceeded to Lisbon and there landed it on the lazaretto; she could then have re-shipped it and landed it at Madeira. The venture would have been swallowed up in expenses, the vessel, therefore, sailed to the West Indies to take in a cargo and there sold the salt fish and walnut wood.

It was a difficult matter to make the master grasp the situation.

A curious part of this case is that a steamship could have left New York a week after the “Plover,” and arriving before her at Madeira, would have been admitted to free pratique.

Imports and exports and their value.

The following tables give a full return of the principal articles imported to and exported from Madeira during the years 1891–92, together with a table showing the value of all articles imported from and exported to foreign countries during the same period.

RETURN of the Principal Articles of Import to Madeira during the Years 1892–91.

Articles:	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	70,894	80,262	68,935	83,510
Dry goods	95	17,230	212	29,118
Maize	3,836	23,613	3,515	18,932
Wheat	2,307	18,259	2,947	28,197
Rice	433	4,173	466	4,322
Molasses	587	3,757	1,919	12,066
Other articles	..	47,195	..	53,469
Total	78,152	194,489	77,994	229,614

RETURN of the Principal Articles of Export from Madeira
during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Wine...	Pipes*	5,077	£ 146,009	6,346	£ 174,493
Embroidery...	Tons	7	1,429	1½	1,119
Vegetables (green)	"	64	560	570	2,321
Fruits (green)	"	958	4,637	956	4,399
Wickerwork	"	76	841	35	696
Cabinet work	"	1	62	11	362
Other articles	"	...	9,463	...	4,563
Total	Pipes	5,077	} 163,001 {	6,346	} 188,453
"	Tons	1,105		1,573½	

* The Madeira pipe equals 92 imperial gallons.

TABLE showing the Total Value of all Articles Exported from
Madeira and Imported to Madeira from and to Foreign
Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain ..	65,047	68,380	100,345	117,807
Russia ..	5,848	6,656	63	109
Germany ..	45,012	31,782	5,807	14,091
America ..	317	488	28,782	34,420
Morocco ..	76	29	11,067	16,389
France ..	..	53,125	1,745	4,392
Other countries ..	4,647	22,994	11,640	9,726
Total ..	120,947	188,454	159,449	196,934

In imports will be noticed a very considerable falling-off in dry goods, the return showing less than half the quantity of the preceding year. The excessive high duties are accountable for this falling-off, and have caused the importation of dry goods from England to be almost entirely suspended. Foreign competition with goods manufactured in Portugal is impossible, and the consequence is the total absence in the shops of the better class of goods.

These duties do not benefit the shopkeepers, on the contrary they suffer thereby; consequent on the absence of the better class of wares private persons are compelled to import their own requirements.

These high duties have had a depreciating effect on the customs revenue, and it is difficult to see who benefits by them.

In molasses is another noticeable falling-off, also consequent on the high duties.

Dry goods:
decrease in
import of.
Reason for
decrease.

High rate of
import duties.

Molasses:
import ceased
through high
duties.

There has been a trade for the last few years between this island, the West Indies, and British Guiana; Madeira exporting onions and potatoes to these colonies, the ships returning with a cargo of molasses.

The custom-house statistics show that during the 5 years from 1887 to 1891, 7,429 tons of molasses, value 45,419*l.*, were imported.

In the first-mentioned year the duty was 23 reis per 1 kilo., subsequently it was raised to 30 reis per 1 kilo. By the last new tariff the duty has been raised to 60 reis per 1 kilo., thus entirely stopping the importation of molasses, and consequently the manufacture of neutral spirit has ceased.

Exports.

The exports, excepting wine, fruit, and vegetables, call for no special mention, their paucity will be gathered from the following table. It is to be regretted that a similar table of imports is not obtainable.

LIST of all Exports from Madeira (except wine) with their Value
for the Year 1892.

Articles.	Value.
	£
Maize in grain	14
Flour	9
Biscuits	38
Shell-fish	4
Salt fish	229
„ meat	239
Jams	130
Potatoes	516
Pine-apples	1,095
Chestnuts	9
Grapes.. .. .	7
Vegetables (dry)	100
Divers fruits and vegetables	3,532
Garlic	33
Onions	1,802
Tomatoes	46
Vegetables (green)	560
Butter	228
Eggs	120
White wine (common)	8
Red	106
Sugar-cane rum	168
Beer	8
Liqueur	20
Vinegar	3
Goats	4
Sheep	4
Cattle	3,734
Animals (sundry)	23
Fish oil	20
Skins (tanned)	89
„ (untanned)	15
Feathers (in rough)	13
Wood	25
Woollen goods (embroidered)	9
Silk	15
Cotton	1,113
Linen	403
Iron tools	22
Musical instruments	11
Sewing machines	23
Boats	20
Cabinet work	63
Earthenware	12
Wickerwork	845
Tinware	12
Ironwork	25
Gold work	153
Books (printed)	5
Boots and shoes	517
Hats and caps	47
Soap	36
Sundries	682
Total	16,962

Lack of reliable statistics of export of fruit and vegetables. The trade open to development. Wine.

I must again, as in former years, remark that a true return of the export of fruit and vegetables cannot be arrived at, but it is quite certain that the absolute amount exported in one way or another is several times more than in the official return given. The trade continues to increase each year, and is open to very considerable development, especially in the cultivation of bananas.

This being by far the largest export, the following table and remarks may not be devoid of interest:—

EXPORT of Wine from Madeira during 1892.

Destination.	Quantity.	Value.
	Pipes.	£
Azores	14	407
Africa (West)	51	1,567
Germany	1,445	43,875
Buenos Ayres	4	107
Brazil	210	8,109
United States	7	317
France	927	20,706
Purchased by visitors	75	2,427
Spain	9	361
Great Britain	1,991	56,402
Lisbon	155	5,618
Russia	184	5,847
Other countries	5	266
Total	5,077	146,009

The shipments from the island to all parts of the world in 1892 were 5,077 pipes, representing 146,009 $\frac{1}{2}$ l., against 6,346 pipes, value 174,493 $\frac{1}{2}$ l., in 1891.

The reason for this falling-off is that the extra duties in France came into operation on February 1, 1892, since which time the shipments to that country have fallen-off considerably, and the difference would have been greater had not large shipments been made in January, 1892, to arrive in France under the benefit of the old duties.

The import into the United Kingdom in 1892 was 1,991 pipes, but only about 888 pipes were for home consumption, the remainder being for re-shipment to other countries. From this it will be seen that the greater quantity of wine shipped from this island is not consumed in England. The chief buyers of Madeira wine are France, Germany, and Russia.

No statistics of the wine production of the island are obtainable, but as large quantities are bought up every year by dealers for island consumption, besides what is bought by merchants for shipment, the yearly vintage must average some 7,000 pipes or 8,000 pipes.

There is every hope that the vintage of 1892 will develop well, as the quality shows a high degree of strength.

MADEIRA

Scale of Metros.

50 0 50 100 150 200 Metros.





The vines round Funchal, Cama de Lobos, and Calheta bore prolifically, but the crop in the more exposed situations was only fairly good.

The neighbouring island of Porto Santo produced a large crop, it being estimated at over 1,000 pipes, or nearly double that of the preceding year.

Planting of new vines goes on continuously, many thousand slips of phylloxera resisting vine have recently been planted in different parts of the island, and there is no fear that the supply will not equal the demand.

It is probably not generally known that there is as good wine now in Madeira as there ever was, even wine of last century, and the vintages for the last 20 or 30 years have been as good as any of those of former times.

The sugar-cane crops are greatly improving in quality and quantity, and several new plantations have been made. During 1891 about 200 tons of sugar was made, and it is calculated that double that amount will be made during 1893.

Public Works.

Works completed include the pier at Funchal, 75 metres long and 13 metres wide, with landing steps on both sides, this work cost 20,000*l*.

Iron bridge 24 metres long over Ribeira da Janella, on the north of the island, connecting Seixal with Porto Moniz by the main road, No. 23. The cost of this bridge was 2,600*l*.

A small masonry bridge at Calheta cost 150*l*.

Works commenced comprise iron bridge over Ribeira S. Jaõa, 16 metres span and 8 metres wide, the contract price is 1,400*l*. This bridge is on the road that goes from the Loo Rock to the custom-house.

At the end of the year plans for rebuilding the broken down part of the breakwater were sent to Lisbon, the estimated cost being 27,000*l*. It is intended to commence this work in the summer of the present year.

Repairs have been executed on several roads, buildings, and lavadas (water conduits). The construction of new lavadas has been carried on during the proper season, but nothing particular is to be mentioned regarding them.

General Remarks.

Rabies broke out during the past year, but there is little doubt that other diseases were confounded with it. Several people were, however, bitten, and two or three deaths resulted from hydrophobia. A vast number of dogs were destroyed, many by the reprehensible practice of throwing poisoned meat about the streets. I believe the disease to be now extinct. How the disease

originated is not clearly known, but it is a pretty well accepted fact that it was imported from Europe.

Public health.

The health of the island has been good.

Post-office
orders.

The issue of post-office orders to England has not yet been resumed, but the issue from England to Madeira continues. It is, however, very advisable not to use this means of transmitting money, as on a post-office order I received, not long since, from England for 1*l*. I was paid 4\$570 reis, when the rate of exchange was ranging from 5\$400 reis to 5\$500 reis, which latter sum I should have received had the money been sent by cheque. Besides which considerable delay is experienced as the orders have first to go to Lisbon.

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FOREIGN OFFICE.

1893.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

PORTUGAL.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF MACAO AND TIMOR.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1106.

*Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.*

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No. 1238.

Reference to previous Report, Annual Series No. 1106.

PORTUGAL.
MACAO AND TIMOR.

Acting Consul-General Watters to the Earl of Rosebery.

My Lord, Canton, April 25, 1893.
I HAVE the honour to enclose herewith a Report on the
Trade of Macao and its dependency, Timor, for the year 1892
from Mr. Joly, Acting Vice-Consul at Macao.
I have, &c.
(Signed) T. WATTERS.

Report on the Trade and Commerce of Macao for the Year 1892.

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In the absence of statistics, the data for a report on this colony consist of such as can be gathered from indirect sources, the consensus of opinion, however, is that business during the past year was subject to many ups and downs. Indeed, if the decrease in the amount of duties collected at the customs stations under foreign supervision in the neighbourhood be a fair
(1568) A 2

criterion, and if the assumption that Macao is to as great extent a distributing centre as it is supposed to be, correct trade must have experienced no change for the better; in fact some falling-off must have been the natural result of the want of confidence which has prevailed, and the violent fluctuations in the exchange, the heavy drop of which since 1891 is amply sufficient to turn even an increase into a decrease when converted into sterling at the rate of the day at the close of last year.

Imports.

Opium.

Opium continues, in spite of a considerable decrease, to be the most valuable article of import and export. The decrease is not, however, actually due to any competition from the native drug, as very little has as yet found its way so far south. It is in all likelihood to be attributed to heavy stocks in the interior. The import of raw opium during 1892 consisted of 3,638 boxes Patna, 159 boxes Benares, and 17,088 lbs. Malwa, of these, 295 boxes and 29,170 balls of Patna were exported in a crude condition to various points in the interior, and along the seaboard even as far as Pakhoi, as well as 1,733 balls Benares and 17,088 lbs. Malwa. For local consumption, 30,175 balls of opium were boiled down; and for export 79,475 balls. It is worth while noticing that Macao prepared opium enjoys still a high reputation, as it is alleged that something in the process of preparation makes it superior to any boiled elsewhere. This fact combined with the expiry of the agreement with the Hong-Kong opium farmer has had the effect of increasing the direct export, as the Australian and San Francisco boats have had to come over and ship their valuable and remunerative cargoes in Macao instead of Hong-Kong. The amount of prepared opium exported and its various destinations will be seen in the subjoined table:—

To—	Quantity.
	Ozs.
Taipa	17,546½
Coluan	19,243½
Hong-Kong	1,373,506½
California	705,337½
Australia	656,400
Total	2,772,034½

The opium farmer here enjoys the monopoly of boiling down opium, though others have the privilege of importing and exporting it in a crude state, so that the profits he must realise must amount to a considerable sum. Of course, against this must be put the high sums he pays to Government for the 3 years' privilege.

As regards most of the other imports, they consist in great Other part of articles of use and not of luxury, required for the imports. immediate consumption of this colony and the districts dependent upon it for supplies, and 1892 presents, therefore, no striking difference from 1891, altogether, as already stated, a shrinkage in business appears to have taken place last year. Among these imports are included tea, silk, aniseed, and other like staple goods, which though introduced into the colony by junks are, really speaking, exports, as they are only brought here either for packing, sale, or for preparation, previous to their being shipped to their various destinations. Such are especially, for instance, various oils, which invariably pass through here before they are sent to Hong-Kong for export.

Exports.

The salient feature in the tea business for 1892 seems to be Tea. a further decline, which is the logical result as the trade is so little unremunerative of late years. Besides, what else can be expected when other countries can export a good clean tea at a low cost and no duties. The quality of tea here was, however, up to the average. The number of chests exported were about 147,000 against 155,000 in 1891. The falling-off would have indeed been more marked had not more Puchong gone to Australia. Another factor, which operated to keep up figures, was that more business was done with South America as every one was unable to put through any in 1891, with the internal dissensions which prevailed, and the very unsatisfactory financial state of the country. Macao has suffered seriously, in a word, as the teas exported from here are mostly not scented, but such as enter in direct competition with the Indian and Ceylon teas. Besides restrictive legislation against Chinese means less tea. Something will, therefore, have to be done to reduce the cost of production and the amount of internal duties if Macao teas are to survive the keen struggle of competition.

The cement works on Green Island continued operations Cement. during the year and exported more than 7,000 tons, nearly all of which went to Hong-Kong. This is a large increase on the production of 1891, although the works were not kept fully employed; the output being interrupted in the early part of the year by the enlargement of the factory, and towards the close by restricted sales, as the local market was depressed in sympathy with that in Europe.

The quantity of silk shipped from Macao during 1892 was Silk. 437 bales of 106½ lbs. each, against 365 bales or 370 bales in 1891. The lowest price paid for filatures was about 69*l.* 8*s.* 9*d.* per 133½ lbs., but prices rose steadily in July and August, and the result of the boom was that so much as 93*l.* 10*s.* per 133½ lbs. were given. The 437 bales were exported to the Continent, principally to Lyons, but a few bales found their way to Milan.

The quality showed a decided improvement, the size being more even and the thread cleaner. Besides the filatures, however, 182 bales of waste silk were also exported, the prices given for them averaging from 9*l.* 7*s.* to 10*l.* 6*s.* 3*d.* for first quality, and from 5*l.* 10*s.* to 6*l.* 3*s.* 9*d.* for second quality. One of the factories established here, the one in fact which brought experts from England, and purchased machinery and looms on a large scale, has done but little work in 1892. The business seems to have been confined to clearing what piece-goods and handkerchiefs they had in stock. The stoppage of operations is due, some say, to want of capital, and others to divergence of opinion among the several partners. Meanwhile the plant lies idle, and no effort is made to resuscitate the undertaking after the large sums invested on machinery and other accessories.

Emigration.

An experiment, which is interesting, and which may have far-reaching results, was made last year by the Congo Railway Company at Matadé. It is no less than the shipment of 552 Chinese coolies in September per ss. "Wustan." These men are intended to exercise their activity as labourers in the railway works, which have been taken in hand between Palaballa and Stanley Pool, as it seems that the great difficulty in the problem of developing the resources of Central Africa is the labour question. This is the first shipment for the Dark Continent from Macao, but, if they stand the climate, others will find their way there, as the Chinese with their patient toil will, it is said, supply the very element that is in need for the development of tropical Africa.

Shipping.

The number of British ships that entered during the year exceeds that of 1891, as irrespective of the "Heung Shan," which regularly run over to Hong-Kong and back every day, and the "White Cloud" to Canton every alternate day, the "Kwong Mo" was put on the line between Hong-Kong and Macao, and the "Wing Yüan," a launch flying the British flag, continued with the "Perseverance" her daily trips to this colony. The occasional visit of an Australian and San Francisco boat to ship opium, likewise added to the number of British vessels. Of the former 11 came to Macao, 8 of which were under contract with the authorities here to carry stores and men to Timor on their way south, and three for the exclusive purpose of shipping opium for the use of the Chinese settlers in Australia. Two British vessels of the Occidental and Oriental Company also called here for opium for San Francisco.

Twelve German steamers and one Danish visited the port, laden with salt, but left in every instance in ballast. The "Kwong Mo," however, had to discontinue in October her attempt to hold her own in the competition, as she not only did not pay her expenses but actually lost money. Besides the regular river steamers two or three British vessels, ordinarily plying between Hong-Kong and Canton, brought excursionists from Hong-Kong to be present at certain grand religious celebrations in this "Holy City."

Junks.

The junks have continued their share of the carrying trade,

patronised as they are by local shippers, to whom time is no consideration. Over 6,000 native craft of various sizes entered, and nearly as many cleared, in 1892 for and from Canton, Hong-Kong, Pakhoi, Hainan, Singapore, and other places on the coast and in the interior, carrying, besides merchandise averaging in imports and exports 2,000,000% in value, well nigh 200,000 passengers, both ways included.

No improvements have as yet been initiated to deepen the Harbour. approaches to the harbour, but there seems to be every prospect shortly of carrying out the much-needed alterations. A strong representation, signed by numerous residents and others, was made to the Home Government, and the result has been that tenders were invited in October from two companies in Hong-Kong for a dredger and its accessories. These tenders have now been submitted to the Ministry in Lisbon for their decision. The causeway, however, commenced two years or so back, uniting Macao with Green Island, has attained completion, and it appears already to exercise a beneficial effect on the Inner Harbour. The depth of water at present outside the harbour is under 12 feet, at the man-of-war anchorage from 13 to 14 feet, and about 10 feet from that point to the wharf of the Hong-Kong and Canton steamers.

The Inner Harbour is still only availed of by the river steamers and vessels of small capacity. In fact, even these often have to wade through the mud at certain times of the year. The bottom, however, is mud, so that no great damage is done to the keel of the vessels. The improvements will be of great benefit at present for those steamers which regularly visit the colony, and still more in the future, as in the event of the Red River being opened to foreign trade, Macao may become an important port of call.

There is a question, too, I understand, of erecting a small light to mark the extreme south of the peninsula at night and to make clear the entrance into the Inner Harbour.

TIMOR.

As Timor is a dependency of Macao, and I have had occasion to allude to it in my remarks on shipping, some reference to it may not be amiss, the more so as in the absence of any British Consular representative in that sister colony no information has as yet seen the light in the shape of a report. It is, indeed, more or less a "terra incognita" as its mineral and natural resources, though somewhat prospected, have not yet been worked or developed. The island lies near the equatorial line in the East India Archipelago, and is at eight days' steam from Hong-Kong, and 36 hours from Port Darwin. Its capital is Dili; but only half of the island belongs to the Portuguese, the other half being under Dutch rule. The capital, unfortunately, is situated on the edge of marshy ground, on a most unhealthy site, and enjoys the

reputation, therefore, among the Portuguese of being a fever-stricken spot; but on higher ground beyond, at a place called Lehemé, which is the residence of the Deputy-Governor, the officials and priests, there is a total absence of disease.

Harbour.

The harbour is splendid, with a good anchorage, and steamers can nearly moor alongside the shore. The entrance is broad and safe; and, being enclosed by a coral reef, it not only possesses depth of water but picturesqueness of scenery.

Interior.

The interior is rich in every respect, in scenery and resources, and consists mostly of rugged hills and fertile valleys; but with its valuable richness little has as yet been done in the way of agriculture and mining. Vegetation, in fact, flourishes with that prodigality peculiar to the tropics, and is only in need of the hardworking and thrifty Chinese labourer to turn the soil to good account, despite the fact that the few waterways which at present exist would necessitate their adherence to their primitive way of irrigation. To this end free passages are afforded any Chinese desirous to expatriate themselves and settle down in the island, but very few have so far availed themselves of the privilege.

Government.

The island is divided into several petty kingdoms, ruled by small potentates, the majority of whom are peaceful, a contrast to those who exercise their rule on the Dutch side, who are well known for their bellicose habits and disposition.

Mineral resources.

Petroleum has been discovered in various parts, and with sufficient enterprise and funds the oil might, in point of cheapness, become an important factor in the competition which now exists in the local markets. Gold seems, too, to be obtainable, but as yet no serious works have been taken in hand, although the natives derive a goodly supply from simple washings.

Trade.

The trade is mostly in the hands of Arabs and Chinese, as the natives appear to be so fond of "dolce far niente" as to trouble their minds with very little. Timor has not, like its sister colony, gone in for free trade in the sense of abolishing custom-houses and throwing open its ports to trade. In fact, most of the revenue derivable is collected from duties raised on imports and exports.

Amount of trade.

The amount of the trade in 1891-92 was—

	1891.		1892.	
	Currency.	Sterling.	Currency.	Sterling.
	Reis.	£	Reis.	£
Imports.. ..	348,923\$914	78,500	512,296\$788	115,260
Exports.. ..	349,804\$608	79,000	357,716\$611	80,500

That is a considerable rise, especially in imports last year.

Imports.

The principal articles of import are—rice, cotton goods, sugar, oils, provisions, ironware, hardware, sewing machines, tea, opium,

drugs, flour, fireworks, cattle, timber, salt fish, silk goods, lamps, kerosine, tobacco, wines, &c.

The staple articles of export consist of potatoes, coffee, wax, ^{Exports.} spices, sandalwood, and tortoiseshell; but coffee is by far the most important.

Only a few ships visit the colony, the majority of them being ^{Shipping.} Dutch, which touch at Dili on their way backward and forward from one to another Dutch colony. As regards British vessels, they seem to be restricted to the Australian boats, which call at Timor on or from their way south every month or so, under the arrangement now existing with the Portuguese Government.

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PORTUGAL.

REPORT FOR THE YEAR 1893

ON THE

FINANCES AND BUDGET OF PORTUGAL.

REFERENCE TO PREVIOUS REPORT. Annual Series No. 756.

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.*

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PORTUGAL.

LISBON.

Sir H. MacDonell to the Earl of Rosebery.

My Lord, *Lisbon, June 18, 1893.*

I HAVE the honour to transmit herewith to your Lordship a Report upon the Finances of Portugal for 1893, which has been drawn up by Mr. Goschen.

I have, &c.
(Signed) H. G. MACDONELL.

Report on the Finances of Portugal for the Year 1893.

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Preliminary
remarks.

At the time when Senhor José Dias de Ferreira—the late Prime Minister and Minister of Finance—retired from office, a discussion had arisen in the Cortes and in the Press as regards the accuracy of the figures at which His Excellency had placed the deficit in his Budget for 1893–94. He had calculated this deficit at 5,062 contos of reis (1,124,969*l.*), while his opponents asserted that these figures were far under the mark, and that the actual deficit exceeded the above amount by several thousand contos of reis. The Dias Ferreira Administration fell before the matter was cleared up, and on Senhor Huitze Ribeiro's Government assuming office the Cortes was adjourned for some months to give Senhor Fuschini, the new Minister of Finance, time to study the question and form his own conclusions as to the actual state of the national finances. The Cortes reassembled on May 15, and on that day Senhor Fuschini presented his Budget.

Senhor
Fuschini's
revision of his
predecessor's
Budget.

In his opening report he first dealt with the deficit announced by his predecessor, which had been arrived at in the following manner:—

Description.	Amount.	
	Currency.	Sterling.
	Reis.	£
Ordinary receipts	41,160,034\$800	9,146,675
„ expenditure	42,336,898 340	9,408,200
Ordinary deficit.. .. .	1,176,863\$540	261,525
Extraordinary expenditure	3,885,498 540	863,444
Total deficit	5,062,362 080	1,124,969

In revising these figures Senhor Fuschini made a correction in the classification of the extraordinary expenditure, with regard to which he gave it to be understood that, with a view to presenting the ordinary deficit in a favourable light, many items had been placed in the extraordinary expenditure which belonged properly to the ordinary expenditure. He accordingly stated the figures as follows:—

Description.	Amount.	
	Currency.	Sterling.
	Reis.	£
Ordinary receipts	41,160,034\$800	9,146,675
„ expenditure	44,515,199 630	9,892,267
Ordinary deficit.. .. .	3,355,164 830	745,592
Extraordinary expenditure	1,709,197 250	379,377
Total deficit	5,062,362 080	1,124,969

Passing to the receipts the Minister laid before the Cortes the result of his revision of the figures under this head presented by Senhor Dias de Ferreira, showing an increase of revenue of 514,421 milreis (558,760*l.*).
This increase His Excellency classed as follows:—

Description.	Amount.	
	Currency.	Sterling.
	Reis.	£
Expenditure saved and transferred to receipts	1,827,800\$000	406,177
Additional receipts	686,621 900	152,583
Total	2,514,421 900	558,760

These additional receipts are to a great extent accounted for by the fact that, whereas Senhor Dias de Ferreira calculated the import duties on cereals at 600 contos of reis, Senhor Fuschini calculates them at 1,100 contos of reis—an augmentation for the revenue of 500 contos of reis (111,111*l.*).

In announcing this increase to the Cortes-Senhor Fuschini gave the bases of the calculations which had led him to estimate the cereal import duties at a so much higher figure than his predecessor had felt himself justified in doing. In the first place he deplored the fact that in Portugal there was no system for estimating, by means of inspections of the crops at the proper season, their probable yield, and he pointed out that in the absence of such a system it was next to impossible to judge in any given year how far the cereals produced in the country would have to be supplemented by supplies from abroad. Neither was there, he said, any official record kept of the yearly consumption of cereals in the country. Thus it was difficult to prepare an accurate estimate of the receipts to be derived from import duties on foreign grain, and he was only able to do so approximately by taking into account the average amount of wheat and maize imported in previous years and the average of the duties paid. He had accordingly taken these averages for the last three years, which had worked out as follows:—

Revision of the import duties on cereals.

Articles.	Quantity.		Currency.
	Kilos.		Milreis.
Wheat	80,000,000	At 12 reis per kilo. . .	960,000
Maize	8,000,000	At 18 reis per kilo. . .	144,000
Other cereals (average import duties during the 3 years)	..	..	59,400
Total	..	..	1,163,400

Total
estimated
revenue in
the revised
Budget.

In order to be on the safe side he had reduced this sum to 1,100 contos, giving, as stated above, an increase in the revenue of 500 contos of reis.

This and other less important additions to the revenue, together with the increase under the head of expenditure saved and transferred to receipts, raises the total estimated revenue in the revised Budget to 43,674,456\$700 reis (9,705,434*l.*), as against 41,160,034\$800 reis (9,146,674*l.*) in the Budget presented to the Cortes in January by Senhor Dias de Ferreira.

Revision of
the
expenditure.

Senhor Fuschini's revision of the estimated ordinary expenditure also produced a favourable result, showing a decrease of 1,654,772\$350 (367,727*l.*). The total figures being—

Description.	Amount.	
	Currency.	Sterling.
	Reis.	£
Ordinary expenditure in the revised budget	42,860,427\$280	9,524,539
Ordinary expenditure in the January budget	44,515,199 630	9,892,266

The revision of the extraordinary expenditure shows a small increase of 109,397\$750 reis (24,310*l.*).

Summary
of the revised
Budget.

The revised Budget, therefore, stands as follows :—

Description.	Amount.	
	Currency.	Sterling.
	Reis.	£
Revenue	43,674,456\$700	9,705,434
Ordinary expenditure	42,860,427 280	9,524,539
Surplus	814,029 420	180,894
Extraordinary expenditure	1,816,595 000	403,687
Actual deficit. Actual deficit	1,002,565 580	222,793

That is, 4,059,796\$500 reis (902,176*l.*) less than the deficit estimated by Senhor Dias de Ferreira.

Explanation
of the
reduction in
the deficit.

This large reduction in the deficit is accounted for as follows :—

Description.	Amount.	
	Currency.	Sterling.
	Reis.	£
Resources created by the revision of the budget	2,480,940\$562	551,320
Reduction in the premium on gold ..	388,855 938	75,301
Reduction in the interest on the floating debt	1,240,000 000	275,555
Total	4,059,796 500	902,176

As regards the first of these items, a considerable portion of the resources created by the revision of the Budget may be accounted for by the large reductions in the working expenses of the various departments of State. The abstract of Senhor Fuschini's Budget, which accompanies this report, shows the amount which has been saved in each department, it is, therefore, unnecessary to repeat them here; but I may mention that the greatest economies have taken place in the Ministries of War and Public Works, the expenses of the former having been reduced by 121,621*l.*, and of the latter by 145,853*l.*

The reduction of salaries in the Ministry of Public Works has caused a great deal of discontent, but it must be admitted that, however unpalatable it may be to the sufferers, it is a step in the right direction. The number of employés and especially supernumeraries in the various departments is notoriously in excess of their requirements; and in the case of the Ministry of Public Works their numbers, owing, as it is said, to the frequent re-organisations of that Department in times when administrative economy was not the fashion in Portugal, have gone on increasing to such an extent that it is impossible to find employment for them at all. An equitable scheme of retirement would appear to be in the end the most practical and cheapest method of doing away with this plethora of employés and placing the Department on an economical and workable footing; but such a scheme would naturally require a large sum of ready money, more probably than would be forthcoming at the present moment. The Minister has therefore decided to continue their salaries to those employés who are really on active service, and to reduce the salaries of those who are not. This decision, which in the absence of a more radical plan, seems perfectly reasonable, has caused much excitement and even led to rumours of the retirement of the Minister in charge of the Department. It is quite possible, therefore, that the Government will have to reconsider the matter, for although the whole country is crying out for administrative economy, any practical step in that direction always meets with the most determined resistance.

The reduction of the interest on the floating debt is the result
(1593)

Arrangements for the reduction of the interest upon the floating debt made by the last and adopted by the present Government.

of certain contracts made by the late Government with the Bank of Portugal, which may be enumerated as follows:—

The reduction from 5 per cent. to 2 per cent. of the interest, payable on the Government account current with the Bank; the reduction to be continued up to June 30, 1894.

The conversion of the debt due to the Bank on account of the discounting of Treasury Bonds into a mortgage debenture loan, redeemable in 10 years and bearing interest at the rate of 3 per cent. per annum.

A special loan from the Bank bearing interest of only 1 per cent. per annum. This loan is based upon a further increase of the fiduciary currency to the amount of about 4,000,000*l.*, of which the Bank will advance two-thirds to the Government.

An arrangement with the tobacco company according to which the annual payment for the redemption of the special tobacco loan of 1891 is to be suspended during the financial year of 1893-94.

In considering the deficit of 1,002,565\$580 reis (222,793*l.*) the Minister stated that it must not be forgotten that, according to the above arrangements, the payment of a considerable portion of the interest on the floating debt was only suspended for the current year, and that this suspended interest, amounting, he said, to 1,021,353\$500 reis (226,966*l.*), would have to be taken into account in following years, he, therefore, thought it advisable to consider this sum as forming part of the actual deficit, bringing its total up to 2,023,919\$080 reis (449,759*l.*).

To meet this deficit more or less His Excellency submitted to the Cortes the following proposals:—

Senher Fuschini's proposals for meeting the deficit.

Description.	Amount.*	
	Currency.	Sterling.
	Reis.	£
The raising of the stamp tax, calculated to produce	500,000\$000	111,111
Rearrangement of the fiscal regulations respecting alcohol.	350,000 000	77,778
Rearrangement of the real property tax ..	280,000 000	62,222
„ „ industrial tax .. .	600,000 000	133,333
Total	1,730,000 000	384,444

* In excess of the sum estimated in the Budget.

Remarks on the above proposals.

These proposals, which contain no new taxes, but are simply rearrangements of and additions to those already existing, are now under the consideration of the Cortes. The first one, that relating to the stamp tax, has already been adopted on the first reading, and it will probably pass without any important modifications.

As regards the proposal respecting alcohol, which imposes a tax of 80 reis (4*d.*) per litre, to be collected as the alcohol leaves the manufactory, there has already been such an outcry against

it amongst the manufacturers that it is possible that, at all events for the moment, no alteration will be made in the existing regulations.

It is impossible for the moment to foresee the fate of the two other proposals, as they have not yet come up for general discussion in the Cortes.

In introducing his scheme Senhor Fuschini said that every possible reduction had now been made in the national expenditure, and that in order to meet the deficit the Government could only have recourse to credit or taxation. Credit was not to be thought of; loans had been their ruin in the past and they were still paying for the systematic abuse of credit in which they had formerly indulged. Further, the conditions of the foreign money market were highly unfavourable to them at the present moment. To carry on the business of the country by means of increasing the fiduciary currency had been a temporary resource, but any abuse in this direction would lead to certain ruin. The Government had fully understood that this was a most delicate question, and their efforts, which had not been unsuccessful, had been to avoid the undue increase of the fiduciary currency by augmenting their account current with the Bank of Portugal.

The increase in the national revenue, a sign of the economic vigour of the country, had assisted the transactions of the Treasury, so that at the present moment the fiduciary currency barely reached the sum of 49,546,488\$250 reis (11,012,552*l.*), while it was probable that at the end of the current financial year, notwithstanding the payment of the July coupon abroad, it would not exceed the sum of 52,000,000 milreis (11,555,555*l.*).

His Excellency concluded by stating that the objects of the Government had been to abstain, as far as possible, from augmenting the paper currency, and to see that no sensible alteration was made in the exchange by the export of gold. Both these objects had, owing to favourable circumstances, been attained, for, as a matter of fact, the payment of the April coupon had had no effect whatever on the exchange, while the Government hoped to effect the payment of the July coupon under similar circumstances, as they could already count upon large sums of gold from abroad for that purpose.

As regards the proposals themselves it is useless for me to go into the details of the long and elaborate reports with which they are prefaced, especially as it is impossible to foresee how far they will be accepted or modified by Parliament. I trust, therefore, that the general idea I have given of Senhor Fuschini's scheme may be deemed sufficient.

That His Excellency's proposals are highly unpopular seems, as far as one can judge from the metropolitan and provincial Press, quite certain, and they seem destined to meet with the most determined opposition. Popular indignation seems chiefly directed against the rearrangement of the industrial tax; for by increasing it the Government would appear to be taking away with one hand what it has given with the other, inasmuch as the manufacturing and mercantile classes consider that the benefits they derive from

Senhor Fuschini's observations in submitting his proposals to the Cortes.

Amount of the fiduciary currency.

Public appreciation of Senhor Fuschini's proposals. The industrial tax.

the protective tariff will be quite counterbalanced by the additional burdens which this tax will lay upon them.

It would seem, however, that the rearrangement of this tax, as at present proposed, would press most heavily and unjustly upon foreign companies and agencies.

Effect of the
rearrange-
ment of the
industrial
tax on
foreign
insurance
agencies.

For instance, the agents of foreign insurance companies already pay rates of more than 10 per cent. on the profits of their agencies; and although the Minister of Finance, in the report that precedes his Bill for rearranging the industrial tax, declares that the new rates are calculated with a view to their representing a charge in no case superior to 10 per cent. upon the profits of the various industries, the effect of the proposed rearrangement will apparently be to double the rates already paid by the above agencies, bringing them up to more than 20 per cent. of their profits.

It may be fairly surmised that in this case the object of imposing such a heavy tax can only be to protect the Portuguese companies, and drive the foreign insurance agencies out of the country, with the intention of securing for the former the heavy insurances of the English wine lodges. If this is the object it is not probable that it will be attained, as it is not difficult to foresee that if the representatives of the foreign insurance companies are compelled to withdraw from the country, the English wine houses will simply effect their insurances in England, and not transfer the business to the Portuguese insurance companies.

Remarks upon
Portuguese
fiscal ad-
ministration.

New or increased taxes, however, never meet with much approbation from the classes on whom they are imposed, and, after all, the vital point for the country is whether, if the proposals pass, the Government will be sufficiently strong to see that the taxes they have rearranged are fairly and impartially collected. It is of no use for successive Governments to go on rearranging old taxes or inventing new ones, if, as hitherto, they are only to be partially gathered. I believe I am not wrong in stating that the old taxes, as existing up till now, would, if properly collected, have gone a long way towards preventing the habitual excess of the expenditure over the revenue; but they never have been properly collected. What with exemptions from the payment of taxes granted for political purposes, and the custom of ignoring or condoning the abstention of wealthy and influential personages from fulfilling their obligations, besides other causes upon which I will not touch, the taxes have never produced anything like what they should, and consequently additional ones are always being imposed either upon the commercial and industrial classes, who already contribute highly to the wealth of the country, or upon the classes who are least able to pay, but whom, for obvious reasons, the Government can compel to fulfil their obligations.

Every well-wisher of Portugal must feel that this is a point of vital importance, and the Government that succeeds in putting the taxation on a more equitable and satisfactory basis, both as regards distribution and collection, will deserve well of the country.

Senhor Fuschini, who has evidently approached the financial

question with sincere and patriotic intentions, has gone, it is said, a little way in this direction; but as yet there is no indication of any determination to make the sweeping and radical reforms in the fiscal administration of the country, without which it is difficult to see how Portugal is to emerge from her present difficulties.

Since finishing the foregoing report I have learnt that the following modifications have been made in the Budget:—

Description.	Amount.			
	Currency.		Sterling.	
	Reis.	Reis.	£	£
The estimated expenditure for the Ministry of Finance has been increased by.. ..	25,584\$000		5,686	
And that of the Ministry of Public works by	145,254 085		32,278	
		170,838\$085		37,964
On the other hand the following reductions have been made in the expenditure:—				
Ministry of the Interior ..	1,392 075		309	
„ Justice ..	4,278 200		952	
„ Marine ..	4,109 650		913	
„ War ..	182 500		40	
		9,962 425		2,214
The result being an addition to the total expenditure of	..	160,875 660	..	35,750

In compensation the following items have been added to the receipts:—

Description.	Amount.	
	Currency.	Sterling.
	Reis.	£
Forfeited guarantee of the French Telegraph Cable Company relative to the Azores cable .	90,000\$000	20,000
Increased passport tax	20,000 000	4,444
Increase in office fees	25,000 000	5,555
Government tax on conveyance of goods and passengers	30,000 000	6,667
Added to receipts.. ..	165,000 000	36,666
„ expenditure	160,875 660	35,750
Total added to receipts	4,124 340	916

Thus reducing the deficit to 998,441\$240 reis (221,877*l.*) instead of 1,002,565\$580 reis (222,793*l.*).

ABSTRACT of the Portuguese Budget for 1893-94 presented by
 Senhor Fuschini compared with that presented by Senhor J.
 Dias de Ferreira on January 16, 1893.

RECEIPTS.

Description.	Revised Estimates.	Estimates of January 16.	Difference.
	£	£	£
Direct taxes	2,448,984	2,293,118	+ 155,866
Stamp and register taxes ..	841,444	881,444	- 40,000
Indirect taxes	4,550,413	4,275,335	+ 275,078
Additional taxes	383,511	396,822	- 13,311
National property and various receipts	808,957	786,867	+ 22,090
Unexpended balances	672,125	513,088	+ 159,037
Total receipts	9,705,434	9,146,674	+ 558,760
Total expenditure	9,928,220	10,271,637	- 343,417
Deficit	222,786	1,124,963	- 902,177

NOTE.—The sums in this table are calculated at 4\$500 reis to the 1*l.*, but owing to the fractions which I have omitted there is a difference of 7*l.* in the amount of the deficit, the real sum being 222,793*l.*

EXPENDITURE.

Description.	Revised Estimates.	Estimates of January 16.	Difference.
	£	£	£
ORDINARY EXPENDITURE.			
General charges—	£		
Civil list	116,666	..	..
Cortes	22,060	..	..
Interest and amortisation	420,900	..	..
Various charges and pensions	368,834	..	..
	928,460	1,213,495	— 285,035
Service of the funded debt	4,014,026	3,655,131	+ 358,895
Difference of Exchange	88,888	88,888	..
Departments of State—			
Ministry of Finance	699,648	727,595	— 27,947
" Interior	506,758	517,218	— 10,460
" Public Worship and			
Justice	229,690	230,833	— 1,143
Ministry of War	1,138,590	1,259,851	— 121,261
" Marine	553,405	589,895	— 36,490
" Colonies	233,888	318,110	— 84,222
" Foreign Affairs	86,713	100,480	— 13,767
" Public Works, &c.	1,031,081	1,176,883	— 145,852
Government Savings Banks, &c...	13,436	13,881	— 445
Total ordinary expenditure..	9,524,533	9,892,260	— 367,727
EXTRAORDINARY EXPENDITURE.			
Ministry of Finance	4,444	4,444	..
" War	8,888	22,222	— 13,334
" Marine and Colonies	117,777	120,000	— 2,223
" Public Works, &c.	263,335	215,823	+ 47,512
" Foreign Affairs	9,243	16,888	— 7,645
Total extraordinary expenditure ..	403,687	379,377	+ 24,310
" ordinary	9,524,533	9,892,260	— 367,727
Grand total	9,928,220	10,271,637	— 343,417

PORTUGAL.

STATEMENT of the Nominal Amount of the Portuguese Public Debt as it Actually Stood in June, 1893.

Stocks.	Nominal Amount of the Debt.		Nominal Amount of the Annual Charge.		Remarks.
	Currency.	Sterling.	Currency.	Sterling.	
	Reis.	£	Reis.	£	
EXTERNAL.					
Permanent 3 %	204,650,539\$533	45,477,911	6,139,517\$986	1,364,337	There are still 2,251,393\$443 reis (500,303l.) old debt to be converted.
Redeemable 4 % and 4½ % ..	77,174,100 000	17,149,800	3,417,724 275	759,494	
Total	281,824,699 533	62,627,711	9,557,242 261*	2,123,831*	
INTERNAL.					
Permanent 3 %	226,914,522 036	50,425,449	6,807,435 660	1,512,763	There is a furthersum of 98,502,500 milreis (21,889,444l.) held by the Government and 125,036\$831 reis (27,786l.) still to be converted.
Redeemable 4 % and 4½ % ..	17,971,537 500	3,993,673	789,017 675	175,337	
Total	244,886,059 536	54,419,122	7,596,453 335†	1,688,100†	

NOTE.—As the External Debt may be converted into Internal Debt till September 30, 1893, the above figures are changing every day.

* Reduced now to one-third.

† Reduced now to 70 per cent.

Trade.

Owing to the delay in the publication of the Portuguese commercial statistics for 1892, I am unable to furnish a full report of the trade of that year. I can only give the following short abstract of the values of the general imports and exports during the first 7 months of 1892 compared with those of the same period of 1891.

Description.	Amount.		Value of imports during first seven months of 1892 compared with the same period in 1891.
	Currency.	Sterling.	
Value of imports from January to July, 1891	Milreis. 24,403,201	£ s. d. 5,422,933 10 1	same period in 1891.
" " " " 1892	18,054,436	4,612,097 16 11	
Showing a diminution in 1892 of ..	6,348,765	1,410,835 13 2	

The large falling-off in the value of the imports was certainly due, to a great extent, to the first effects of the protective tariff which came into force at the beginning of 1892; but its chief cause was the economic crisis which existed throughout the whole of that year. This is more or less to be gathered from the fact that, with the exception of mineral oils, oil-seeds, manures, codfish, and olive oil, which show a slight increase, nearly all other tariff articles show a marked and progressive decrease during the period under notice.

The very stringent regulations adopted by the Government against countries infected with, or suspected of, cholera were also not without their effect upon the import trade of the country.

The value of the silver and gold, coined or in bar, imported during the above period of 1892 amounted to 1,447,535 milreis (321,673<i>l.</i> 18<i>s.</i> 9<i>d.</i>), showing a decrease of 3,518,097 milreis (781,799<i>l.</i> 6<i>s.</i> 7<i>d.</i>). This sum added to the above amount of 6,348,765 milreis (1,410,835<i>l.</i> 13<i>s.</i> 2<i>d.</i>) raises the total diminution in the value of the imports from January 1 to July 31, 1892, compared with the same period of 1891 to 9,866,862 milreis (2,192,635<i>l.</i>).	Value of imports of specie, coined and in bar, for the above period.
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The total value of the exports for the same periods are as follows:—

Period	Value of exports during the same periods.
1870-71	1,000,000
1871-72	1,200,000
1872-73	1,500,000
1873-74	1,800,000
1874-75	2,000,000
1875-76	2,200,000
1876-77	2,500,000
1877-78	2,800,000
1878-79	3,000,000
1879-80	3,200,000
1880-81	3,500,000
1881-82	3,800,000
1882-83	4,000,000
1883-84	4,200,000
1884-85	4,500,000
1885-86	4,800,000
1886-87	5,000,000
1887-88	5,200,000
1888-89	5,500,000
1889-90	5,800,000
1890-91	6,000,000
1891-92	6,200,000
1892-93	6,500,000
1893-94	6,800,000
1894-95	7,000,000
1895-96	7,200,000
1896-97	7,500,000
1897-98	7,800,000
1898-99	8,000,000
1899-00	8,200,000
1900-01	8,500,000
1901-02	8,800,000
1902-03	9,000,000
1903-04	9,200,000
1904-05	9,500,000
1905-06	9,800,000
1906-07	10,000,000
1907-08	10,200,000
1908-09	10,500,000
1909-10	10,800,000
1910-11	11,000,000
1911-12	11,200,000
1912-13	11,500,000
1913-14	11,800,000
1914-15	12,000,000
1915-16	12,200,000
1916-17	12,500,000
1917-18	12,800,000
1918-19	13,000,000
1919-20	13,200,000
1920-21	13,500,000
1921-22	13,800,000
1922-23	14,000,000
1923-24	14,200,000
1924-25	14,500,000
1925-26	14,800,000
1926-27	15,000,000
1927-28	15,200,000
1928-29	15,500,000
1929-30	15,800,000
1930-31	16,000,000
1931-32	16,200,000
1932-33	16,500,000
1933-34	16,800,000
1934-35	17,000,000
1935-36	17,200,000
1936-37	17,500,000
1937-38	17,800,000
1938-39	18,000,000
1939-40	18,200,000
1940-41	18,500,000
1941-42	18,800,000
1942-43	19,000,000
1943-44	19,200,000
1944-45	19,500,000
1945-46	19,800,000
1946-47	20,000,000
1947-48	20,200,000
1948-49	20,500,000
1949-50	20,800,000
1950-51	21,000,000
1951-52	21,200,000
1952-53	21,500,000
1953-54	21,800,000
1954-55	22,000,000
1955-56	22,200,000
1956-57	22,500,000
1957-58	22,800,000
1958-59	23,000,000
1959-60	23,200,000
1960-61	23,500,000
1961-62	23,800,000
1962-63	24,000,000
1963-64	24,200,000
1964-65	24,500,000
1965-66	24,800,000
1966-67	25,000,000
1967-68	25,200,000
1968-69	25,500,000
1969-70	25,800,000
1970-71	26,000,000
1971-72	26,200,000
1972-73	26,500,000
1973-74	26,800,000
1974-75	27,000,000
1975-76	27,200,000
1976-77	27,500,000
1977-78	27,800,000
1978-79	28,000,000
1979-80	28,200,000
1980-81	28,500,000
1981-82	28,800,000
1982-83	29,000,000

Description.	Amount.	
	Currency.	Sterling.
	Milreis.	£
Value of general exports from January to July, 1891	11,715,334	2,603,407
Value of general exports from January to July, 1892	14,699,597	3,266,577
Showing an increase in 1892 of	2,984,263	663,170

Value of
export of
specie, &c.

The value of the gold and silver, coined or in bar, exported in the first half-year of 1892 shows a considerable decrease :—

Description.	Amount.	
	Currency.	Sterling.
	Milreis.	£
January to July 31, 1891	17,217,596	3,826,132
„ „ 1892	7,046,164	1,565,814
Decrease in 1892	10,171,432	2,260,318

Total value of
exports for
the above
period.

The total value of the exports for the period mentioned is, therefore, as follows :—

Description.	Amount.	
	Currency.	Sterling.
	Milreis.	£
General exports	14,699,597	3,266,577
Gold and silver, coined or in bar	7,046,164	1,565,814
Total	21,745,761	4,832,391

Comparative
table of values
of imports
and exports
during the
same periods.

The annexed comparative table of the imports and exports shows the increase or decrease in the various classes :—

IMPORTS.

Class.	Description.	January to July, 1891.			January to July, 1892.		
		Currency.	Sterling.		Currency.	Sterling.	
		Milreis.	£	s. d.	Milreis.	£	s. d.
I.	Live stock	735,041	163,342	8 9	242,417	53,871	8 9
II.	Raw material for arts and manufactures ...	7,785,803	1,730,178	8 9	6,878,269	1,528,504	4 4
III.	Thread, tissues, and felts	3,847,068	854,903	19 10	2,162,044	480,454	4 3
IV.	Alimentary substances ...	7,314,675	1,625,483	6 7	6,122,811	1,360,624	13 3
V.	Instruments, machinery and apparatus employed in science, arts, industry, and agriculture; arms, vehicles, &c.	2,241,218	498,048	8 8	1,182,305	262,734	8 9
VI.	Miscellaneous manufactures	2,415,594	536,798	13 2	1,426,985	317,107	15 5
	Taxes	68,802	14,178	4 4	89,605	8,801	2 2
	Total	24,403,201	5,422,933	10 1	18,054,436	4,012,097	16 11
	Gold and silver coined and in bar	4,965,682	1,103,473	15 5	1,447,535	321,673	18 9
	Grand total	29,368,883	6,526,407	5 6	19,501,971	4,333,771	2 1

EXPORTS.

Class.	Description.	January to July, 1891.			January to July, 1892.		
		Currency.	Sterling.		Currency.	Sterling.	
		Milreis.	£	s. d.	Milreis.	£	s. d.
I.	Live stock	164,657	34,368	4 4	414,858	92,190	13 3
II.	Raw material for arts and manufactures ...	2,799,259	622,057	11 0	2,776,852	617,078	4 3
III.	Silk, cotton, thread, tissues, and felts	120,591	26,797	19 11	169,779	37,728	13 3
IV.	Alimentary substances ...	7,852,865	1,745,081	2 1	10,450,190	2,322,264	8 8
V.	Instruments, machinery and apparatus employed in science, arts, industry, and agriculture; arms, vehicles, &c.	71,604	15,911	19 11	84,840	18,853	6 8
VI.	Various manufactures ...	716,358	159,190	13 3	803,078	178,461	15 6
	Total	11,715,334	2,603,407	10 6	14,699,597	3,266,577	1 7
	Gold and silver coined and in bars	17,217,596	3,826,132	8 8	7,046,164	1,565,814	4 4
	Grand total	28,932,930	6,429,539	19 2	21,745,761	4,832,391	5 11

Portuguese Shipping Statistics for the first Seven months of 1892 compared with those of the same period in 1891.

ENTERED.

	Ocean Traffic.				Coasting Trade.			
	1891.		1892.		1891.		1892.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steamers ..	2,198	3,031,618	2,195	3,119,807	512	454,623	532	470,244
Sailing vessels ..	1,402	189,565	1,168	173,072	2,141	119,666	1,940	111,484
Total ..	3,600	3,221,183	3,363	3,292,879	2,653	574,289	2,472	581,728

CLEARED.

	Ocean Traffic.				Coasting Trade.			
	1891.		1892.		1891.		1892.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Steamers ..	2,203	3,011,626	2,187	3,050,942	514	461,524	529	474,261
Sailing vessels ..	1,564	197,689	1,274	173,700	2,171	117,066	1,895	105,341
Total ..	3,767	3,209,315	3,461	3,224,642	2,685	578,530	2,424	579,602

Abstract of an Article upon Wheat Cultivation in Portugal.

The following is an abstract of an article which appeared recently in the Portuguese press relating to the production and cultivation of wheat in Portugal:—

The article commences with the statement that from 1838 to 1855 Portugal not only produced wheat for her own consumption but exported an amount of about 1,500,000 hectolitres, bringing in a revenue of from 1,200,000*l.* to 1,400,000*l.*, furnished by the colonies and foreign countries. It can, therefore, the writer maintains, not be asserted that Portugal can never be a wheat-producing country. At the same time he calls attention to the fact that this period of agricultural prosperity coincided with the coming into operation of a definitive system of protection.

After drawing a flourishing picture of the state of things at that time, the cheapness of bread, the prosperity of both producers and consumers, and the general content throughout the country, the writer describes how all this prosperity disappeared. A failure in the maize crops in the north during the years 1854–56 led in various ways, but without any true reason, to the removal of the import duties not only upon maize, but upon all cereals. This, he says, was the first step on the downward path. The crisis passed, but the mischief was done. The farmers lost heart, partly from fear of similar legislation in the future, and partly because they had no longer sufficient means to do justice to the land, and in a short time the cultivation of wheat had relapsed into its former unsatisfactory state. In the meantime the Free Trader, encouraged by the example of England, flew through Europe, leaving ruin and desolation for agriculture in his track, and Portugal, ever more imitative than practical and original, had nothing better to do than to adopt the new ideas. From that day to this the cultivation of wheat had gone from bad to worse, though for the moment there were slight signs of improvement.

The writer then proceeds to figures. He places the annual production of wheat in the country at 2,500,000 hectolitres, which amount falls far short of the quantity required for home consumption. Taking the period from 1821 to 1888, he observes that Portugal exported wheat in 18 of those years and imported it in 48 years.

Again, taking the last 25 years of the above period, when Portugal was compelled to import wheat and flour, he places the amount imported during that time at 21,273,952 hectolitres, or an average of 850,952 hectolitres per annum. (This average, he says has been greatly exceeded in the present year, when nearly 2,000,000 hectolitres have been imported.)

The writer places the area occupied by the cultivation of wheat during the above years at 200,000 hectares, and, dividing that sum by the figures representing the average of the yearly imports of wheat, he arrives at the fact that the excess of the consumption over the production is slightly more than 3 hectolitres per hectare; that is to say, that an increase in production of 3 hectolitres per

hectare is necessary to provide for the consumption of wheat in the country.

Coming to present times, he states that the average production of wheat in Portugal is now 8 hectolitres or 10 hectolitres per hectare, and it would, therefore, only be necessary to increase this production per hectare to 11 or 13 hectolitres to render Portugal independent of foreign supplies. In proof of the possibility of this increase he points to France, where the average production is 15 hectolitres per hectare, with hopes of raising it to 20 hectolitres, and to Spain, where the average production is 14 hectolitres per acre under climatic conditions differing very little from those of Portugal. Surely, he adds, this increase of 2 or 3 hectolitres per hectare is not impossible considering what has been done in the past.

As regards the possibility of making up the deficiency by extending the wheat area, he expresses the fear that, in view of the prices ranging at present and the preference given to the cultivation of the vine, the farmers are not likely to do much in this direction. He therefore concludes that the only way to secure the desired increase is for the farmers to improve their methods of cultivation and render the actual wheat area more productive. To enable them to do this the cultivation of wheat must be rendered more remunerative, and that result can only be attained by Protection.

On the whole, the writer takes a gloomy view of the agricultural future of Portugal, and he relieves his feelings by a parting shot to the effect that the only plants which seem thoroughly to flourish in the fertile soil of Portugal are—deficits.

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N^o. 1308.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

PORTUGAL.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF OPORTO.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

LONDON:
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No. 1308.

PORTUGAL.

OPORTO.

Consul Grant to the Earl of Rosebery.

My Lord, *Oporto, September 30, 1893.*
I HAVE the honour to transmit herewith inclosed a Report on
the Trade and Commerce of Oporto for the year 1892.
I have, &c.
(Signed) HONORIUS GRANT.

Report on the Trade and Commerce of Oporto for the Year 1892.

ABSTRACT of Contents.

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General Remarks.

General
review.

In 1891 the financial crisis which had been long impending over the country took an acute form, and in May of that year the Government published a moratorium for three months, which was subsequently extended and still exists, exonerating the Bank of Portugal from cashing its notes, which practically became a forced paper currency. Inasmuch as this financial crisis, which still prevails, is general and affects the whole country, I will abstain from making any remarks as to the circumstances which gave rise to it, and will only refer to it so far as it affects trade in this district. Apart, however, from the general crisis, some interests in this city, and indeed in the northern provinces, are suffering severely from another crisis whose cause and effects may be said to be local and are connected with the banking establishments in Oporto.

Railway.

For a considerable number of years past the city of Oporto had attached importance to a railway line which should follow the course of the River Douro, and after crossing the frontier, should penetrate into the Spanish provinces of Salamanca (the "granary of Spain"), Zamora and Valladolid, so as to place them in direct communication with the port of Oporto. In 1867 a law was passed authorising the construction of a line as far as Pinhão in the centre of the port wine district, and the building of the railroad was soon afterwards commenced. In the meanwhile the idea of the connection with Salamanca by rail had been gaining ground, and urgent petitions were made to Government in its favour by various representative bodies in this city. It was even stated at the time that the future prosperity, and indeed the very existence, of Oporto depended on the prolongation of the Portuguese line. In 1881 a Syndicate was formed in which all the Oporto Banks (with one exception) took part for the purpose of taking the contract from the Spanish Government for the building of the line from Salamanca to the Portuguese frontier, which was being approached by the Douro line. This Syndicate spent about 2,500,000*l.* sterling on the construction, which for some reason or other proved to be very much more costly than had been anticipated. The Government had, in 1882, promulgated a law guaranteeing to the Syndicate the complement of 5 per cent. on the sums spent on the construction; but this is not being paid, as the Government is holding back this percentage as a deduction from the amounts for which it is a creditor in regard to moneys advanced to the Syndicate to enable it to repay loans raised in Paris. Inasmuch therefore as the line does not yield a profit, but on the contrary a deficit has occurred every year which the Government is making up, the Banks forming the Syndicate found themselves with a large portion of their capital locked up and unproductive, and their situation was becoming one of growing embarrassment when the abortive military rising of 1891 and the troubles in Brazil engendered an uneasiness among investors and depositors which led to such withdrawals of

capital from the Banks that the crisis became more and more pronounced, dividends grew smaller or ceased to be paid, and in some cases an actual suspension of payments took place. Local merchants had then to resort almost exclusively to the Bank of Portugal for discounts, this Bank having in the meanwhile been authorised by Government to increase its note-issue. The immediate effect of the Government moratorium was, as a matter of course, to cause a premium on gold, the sovereign having hitherto, and for many years past, been obtainable at par for notes or silver.

This premium rapidly rose until it reached about 34 per cent., it then declined, and for some time past has remained with no very great oscillations at about 26 per cent.

A distinction must here be made between the State and the Bank of Portugal on the one hand, and the commercial community on the other, for while the former were failing to meet their engagements, the latter most creditably paid their liabilities at home and abroad, and hardly any failures, and no important ones, took place, although in some cases remittances in respect to large transactions entered into before the moratorium must have been made at a considerable sacrifice. After the paper currency had been once established it became, of course, easy for the foreign manufacturers or dealers to exact such terms as they thought fit from the importers here in order to secure payment of their indents, but during what may be called the transition period, although gold was already at a considerable premium, Portuguese traders, as intimated above, generally fulfilled their obligations with great credit to themselves.

This abnormality in the exchange, if on the one hand it affected the price of imports to the detriment of the consumer, on the other hand, and as a natural consequence, stimulated, for a time at least, the export trade of the country. The former trade was further affected by the new customs tariff which, apparently in response to a cry for more and more protection, was promulgated, and in virtue of which the duties on many articles underwent an enormous increase and in many cases became prohibitive. Exchange.

As has been very frequently stated in reports from this office, Statistics. no official local returns are published at the custom-house, those kept in that department being transmitted to Lisbon to be embodied in the general statistics of the kingdom. Such statistics as are published on agricultural matters and others are generally so far in arrear as to deprive them of interest. The Oporto Commercial Association now publishes every year a mass of interesting data taken from the records of the custom-house (by a gentleman in their employ) and relating to the trade of this port, but unfortunately these statistics cannot in all instances be dissected so as to show the different countries to which the various figures refer, and, therefore, in making the following observations on such matters as affect British commerce, I can only base them on such information as I have been able to obtain

from private individuals, on personal observation, and in a few instances on tables specially prepared by a gentleman connected with the Oporto custom-house.

Trade and Commerce.

REAL or Declared Value* of Imports and Exports during the Years 1890-92.

Year.						Value.	
						Imports.	Exports.
						£	£
1890..	..	..	..	..	..	3,309,060	2,466,880
1891..	..	..	..	..	..	2,829,530	3,859,700
1892..	..	..	..	..	..	2,237,860	3,198,120

* All values given in this report have been converted from local currency into sterling at the par of exchange, as it is at that rate that they were originally converted into reis from the original values given in sterling and other foreign money.

The decrease in imports is to be accounted for by the financial crisis, increased duties, and adverse state of the exchange, and the increase of exports by the last-named factor.

The customs revenue naturally shows a decrease, that for the year 1891 being 7 per cent. less than that for 1890, and the receipts for 1892 being smaller by 18·5 per cent. than those for the preceding year, although there was an increase of about 22 per cent. in the export duties. The actual figures as given by the Commercial Association were the following:—

REVENUE of the Oporto Custom-house during the Years 1890-92.

Year.						Amount.
						£
1890..	..	..	..	..	..	1,337,150
1891..	..	..	..	..	..	1,239,660
1892..	..	..	..	..	..	1,008,800

An important and increasing decline is taking place in British trade, and is chiefly due: 1st, to the continuous rise in the import duties for the protection of the native manufactories which are largely on the increase; and, 2ndly, to the competition of other countries, especially Germany and Belgium. In respect to the first, there is little or nothing to be said, it being a circumstance entirely out of the control of the producers and merchants

at home. Perhaps this is not so much the case in regard to foreign competition. It has been a matter of general remark that foreigners give greater facilities and show themselves more willing than our people to meet the wishes of customers, such as giving longer credits, making quotations in currency, c.i.f., readiness to execute small orders, &c. In many cases, again, manufacturers and merchants at home are not represented directly by agents, a considerable portion of the trade being done through commission houses whose agents here also represent foreign houses. Should there be a difference in the terms given to the agent by different houses (and this has, to my knowledge, been the case), it is only natural that if the agent should have different samples at the same time and of the same article, say sugar or rice, to offer his customers, he should exert himself more on behalf of the firm from whom he obtains the best terms. These factors may now, to a certain extent, have ceased to exist, but the fact that they did at one time exist, very materially assisted the foreigner in obtaining an opening for his goods where before the British had been paramount. I may mention that although it has been stated that latterly some falling off in British trade is to be attributed to the ill feeling shown against anything that was English by the Press and some sections of the community here at the time of the Anglo-Portuguese African negotiations, I do not believe such to be the case. It is true that in March, 1890, a kind of covenant was entered into by some native traders binding themselves to import no more goods from England after April 1 of that year when a watch was to be kept at the custom-house to ensure compliance with the agreement; but this arrangement, as was indeed foreseen from the beginning by most people, never came to anything, and broke down before the time arrived for its coming into operation.

The following is a table of the values of the imports into Oporto for the last 4 years, in which those from Great Britain are specified and also those from Germany, as being our most important trade rival in this market :—

RETURN of the Value of the Principal Articles of Export (in which those from Great Britain and Germany are Specified) during the Years 1889-92.

PORTUGAL.																							
Class in Tariff.				Great Britain.				Germany.				Total from all Countries.											
	1889.	£		1889.	£			1889.	£			1889.	£		1890.	£		1891.	£		1892.	£	
1. Animals (living) and animal products	...	16,507	...	...	14,837	9,217	13,345	37,333	48,994	37,921	23,420	113,115	105,426	85,780	117,113	105,426	85,780	105,426	85,780	105,426	85,780	105,426	85,780
2. Wool	...	40,280	...	...	32,668	28,332	12,480	75,603	85,030	68,733	27,323	128,940	128,940	86,038	128,940	128,940	86,038	128,940	128,940	86,038	128,940	128,940	86,038
3. Silk	...	15,134	...	...	12,982	11,149	8,397	18,587	18,608	15,723	9,160	125,940	125,940	48,577	125,940	125,940	48,577	125,940	125,940	48,577	125,940	125,940	48,577
4. Cotton	...	245,050	...	...	203,568	186,417	74,499	35,470	35,470	36,764	14,675	311,162	311,162	244,840	311,162	311,162	244,840	311,162	311,162	244,840	311,162	311,162	244,840
5. Linen and similar substances	...	22,695	...	...	19,834	15,323	11,249	18,589	18,589	18,589	17,691	102,042	102,042	64,205	102,042	102,042	64,205	102,042	102,042	64,205	102,042	102,042	64,205
6. Waxes	...	15,513	...	...	3,312	3,574	21,319	6,977	16,315	17,767	8,310	117,976	117,976	96,036	117,976	117,976	96,036	117,976	117,976	96,036	117,976	117,976	96,036
7. Mineral substances, glass, crystals, and ceramic products	...	83,283	...	...	108,270	88,059	86,216	17,680	24,513	21,960	13,444	174,275	174,275	139,910	174,275	174,275	139,910	174,275	174,275	139,910	174,275	174,275	139,910
8. Metals	...	112,315	...	...	98,652	95,095	82,151	133,483	143,518	106,255	73,260	714,263	714,263	588,366	714,263	714,263	588,366	714,263	714,263	588,366	714,263	714,263	588,366
9. Food substances	...	353,560	...	...	294,172	271,034	220,203	133,652	146,916	106,255	73,260	714,263	714,263	588,366	714,263	714,263	588,366	714,263	714,263	588,366	714,263	714,263	588,366
10. Instruments, machinery, and apparatus used in science, arts, industry, and agriculture	...	88,359	...	...	71,757	58,737	70,688	51,666	59,515	55,154	25,891	214,020	214,020	130,678	214,020	214,020	130,678	214,020	214,020	130,678	214,020	214,020	130,678
11. Miscellaneous substances and products	...	22,515	...	...	19,350	22,066	12,544	12,609	16,232	11,500	6,931	77,287	77,287	40,937	77,287	77,287	40,937	77,287	77,287	40,937	77,287	77,287	40,937
12. Miscellaneous manufactures	...	23,360	...	...	11,415	10,834	7,440	30,453	51,014	33,517	16,890	117,731	117,731	59,681	117,731	117,731	59,681	117,731	117,731	59,681	117,731	117,731	59,681
Goods free of duty, but subject to a tax of 2 per cent.	...	51,244	...	...	93,812	63,108	92,175	50,637	57,112	52,015	25,432	373,162	373,162	438,367	373,162	373,162	438,367	373,162	373,162	438,367	373,162	373,162	438,367
Goods free of duty and any other tax*	...	342,186	...	...	163,118	34,080	6,657	529	2,244	2,067	1,780	354,703	354,703	15,428	354,703	354,703	15,428	354,703	354,703	15,428	354,703	354,703	15,428
Taxes	...	3,654	...	...	2,365	5,178	2,855	2,345	2,244	2,067	1,780	7,082	7,082	7,914	7,082	7,082	7,914	7,082	7,082	7,914	7,082	7,082	7,914
Total	...	1,439,065	...	...	1,151,083	871,569	721,728	536,948	633,634	522,601	297,346	3,240,952	3,240,952	2,829,534	3,240,952	3,240,952	2,829,534	3,240,952	3,240,952	2,829,534	3,240,952	3,240,952	2,829,534
Coal (included in Class 7)	...	51,332	...	...	72,012	60,786	54,947	92	92	4	1	...	...	...	...	...	...	...	...	...	...	...	...

PORTUGAL.

* Includes bullion, of which the amounts imported from England were :—

Year.	Amount.	
	£	
1889 ...	...	320,000
1890 ...	...	150,000
1891 ...	...	26,530
1892 ...	...	1,448

As regards manufactured goods, I will now enumerate some of the articles which used to be imported from Great Britain, and whose importation has either ceased or is carried on in diminished quantities, adding such remarks as may be applicable to each case.

In Manchester and Glasgow goods, heavy grey cottons, in which a considerable trade was done, are entirely shut out, owing to protective duties, and the same remark applies to grey and white sheetings. Light grey and white (bleached) printers continue to be imported, and are printed in the country from designs coming from abroad*; but this trade must be considered in a precarious state, as importation is likely to come to an end or be greatly reduced owing to the setting up of native bleach works, two of which are nearly ready to begin working. White shirtings also still come in. Velvets and velveteens continue to be imported, but on a smaller scale, on account of duties and adverse exchange. In prints, the cheap and lower qualities have ceased to be imported as they are made in the country, but better class prints and new designs still come in, and in this particular branch there has been a certain revival during the last year.

Of yarns only the high numbers are imported, the lower counts being manufactured here. In coloured handkerchiefs (used by the lower class women as a head-covering) a small trade is still done in new designs.

In Leeds, Galashiels, and Dundee goods, hessians used to be imported in large quantities, but the trade is a thing of the past and not likely to be renewed. Yarns, however, have lately been coming in in comparatively large quantities.

In Bradford goods importers have been, since the last tariff of 1892, relying on their stocks, but it is not improbable there may be some improvement later on. In the meanwhile, attempts are being made in the country in this direction.

In cutlery a fair amount of trade was done, but for some time past our manufactures have been supplanted here by those of German origin. Files are in this class the chief article of English manufacture sold here.

The following are the figures relating to cutlery of English and German manufacture :—

* In this connection it may be interesting to reproduce here the words used some time ago by Sir F. Leighton: "Art is every day becoming more important in relation to certain sides of the waning material prosperity of the country. For the industrial competition between this and other countries—a competition keen and eager, which means, to certain industries, almost a race for life—runs, in many cases, no longer exclusively or mainly on the lines of excellence of material and solidity of workmanship, but greatly, nowadays, on the lines of artistic charm and beauty of design." In the matter of designs for prints and coloured handkerchiefs England is successfully competed with by the French.

PORTUGAL.

STEEL GOODS (SCISSORS).

Year.	England.		Germany.	
	Quantity.	Value	Quantity.	Value.
	Kilos.	£	Kilos.	£
1889	18	14	2,360	933
1890	39	35	2,979	1,088
1891	17	30	2,602	916
1892	21	23	1,325	468

STEEL CUTLERY (NOT SPECIFIED).

Year.	England.		Germany.	
	Quantity.	Value.	Quantity.	Value.
	Kilos.	£	Kilos.	£
1889	12,758	3,106	14,998	2,992
1890	11,796	2,946	14,736	3,155
1891	7,786	2,186	14,304	3,225
1892	2,387	752	7,345	1,624

In bottles and safety fuse, both of which articles used to come in considerable quantities from England, the trade has been transferred for the greater part to Germany. As regards metals, importation continues to be made from the United Kingdom, but there is a strong competition from Belgium, which is also sending larger quantities of hoop-iron, used in the manufacture of casks for the port wine trade. In bar-iron, nail-rods, pig-iron, lead, and tin-plates we continue to hold our own.

With regard to colonial goods, the most important article of consumption is salted codfish, and until a little over 20 years ago Newfoundland fish monopolised the market, which is perhaps second to none in Europe in importance. Gradually, however, popular prejudice against an innovation in the shape of Norway fish was overcome, and its sale has by degrees increased in this market to such an extent as to very nearly approach the quantity shipped from Newfoundland. This can be accounted for chiefly owing to its lower price, also to the falling-off in the curing of the Newfoundland fish, which again is due, it is said, to a different system of catching with nets which is now carried on, and which is also supposed to have had an effect in diminishing the catch. An advantage is also enjoyed by Norway in being able to place new fish here about two months before even winter-cured fish of Newfoundland origin can reach it. Although complaints are heard of the latter fish, as compared with that of former times, it is to be observed that, especially as regards the shore-cured fish, it always obtains the preference over and commands a higher price than the Norwegian one.

The following table can be relied on as showing the importation for the last 10 years :—

Year.	Quantity.		
	Newfoundland.	Norwegian.	Total.
	Cwts.	Cwts.	Cwts.
1883	133,058	42,374	175,432
1884	182,953	53,053	241,006
1885	188,366	58,729	247,095
1886	180,735	64,926	245,661
1887	149,247	52,630	201,877
1888	163,908	63,933	227,841
1889	181,054	95,150	277,104
1890	103,191	134,405	238,596
1891	133,262	98,693	231,955
1892	123,211	93,352	216,563

I was once told in London by a partner in one of the most Rice. important export commission houses doing business with Portugal that rice was considered to be the backbone of the London trade. This was at one time almost exclusively in British hands, but of late there has been an important change to Germany, and the latter country now sends this article in larger quantities, as will be seen by the following table :—

RETURN of Rice Imported into Oporto during the last 4 Years.

Year.	Great Britain.		Germany.		Total from all Countries.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Kilos.	£	Kilos.	£	Kilos.	£
1889	2,860,571	30,210	8,245,421	85,389	11,252,121	117,237
1890	3,713,101	40,907	7,681,468	83,555	12,118,368	131,646
1891	4,819,411	51,484	6,304,912	64,163	11,658,860	121,570
1892	4,931,932	55,456	4,214,361	44,178	9,315,580	101,261

On inquiry of several of the leading importers, I was informed that the rice from Germany is considered better milled, and is generally cheaper in price, and that there is greater regularity in the weights of the bags than in those of rice sent out from England.

The following are the figures relating to sugar :—

Sugar.

Year.	Great Britain.		Germany.	
	Quantity.	Value.	Quantity.	Value.
	Kilos.	£	Kilos.	£
1889	6,909,614	108,867	1,939,352	31,504
1890	6,409,230	89,150	3,081,052	47,546
1891	5,177,684	75,577	2,105,377	30,809
1892	4,146,508	57,193	1,642,197	24,176

Butter.

The imports of Cork butter show a considerable decrease. This is, to a certain extent, owing to the higher duty and adverse exchange, and also to increased and improved production in the country, but it is also due to false statements about foul adulteration made in the lower class papers at the time of the anti-English agitation, statements which have somehow got a certain hold on the people and caused a strong prejudice against this butter. This forms, I believe, the one exception to the remark made above in regard to the effect on trade of that agitation.

TABLE showing Imports of Butter for last 4 Years.

Year.	Great Britain.		Total from all Countries.	
	Quantity.	Value.	Quantity.	Value.
	Kilos.	£	Kilos.	£
1889	60,341	6,577	64,705	7,167
1890	42,067	4,845	67,890	7,869
1891	29,970	3,339	59,471	5,989
1892	15,571	2,548	28,455	3,882

Wine.

Turning to exports, and not taking into account the chief one, *i.e.*, port wine, as to which I reported a short time ago,* I am not able to give any exact data, but the following information may be taken as approximately correct.

Cattle.

Next to wine the most valuable export trade was that done in fat cattle, but this has been for some time suspended, owing to the prohibition of its importation into England. It may be mentioned that the northern provinces of Portugal have been for some time officially declared free from foot-and-mouth disease. In the meantime no export in carcase takes place.

Fruit.

Onions, apples, and oranges are the goods sent in the largest quantities to the British fruit markets. London, Hull, Bristol, and Liverpool are the ports to which these articles are shipped, the last named taking about two-thirds of the whole amount exported. The onion season generally commences about the end of June, and shipments are made up to February, though the bulk is made up from July to the end of September. The yearly exportation of these onions (for the good quality of which Oporto enjoys a certain reputation) may be taken roughly at about 120,000 cases in an ordinary season. A fair quantity is also sent to Brazil. The crop this year was a large one, and shipments may possibly reach 150,000 cases. The apple crop begins about the end of June, and the average exports may be put down at between 15,000 and 20,000. This season, however, owing to the crop having been an unusually large and early one, and there having consequently been more time for the shipment before the English fruit was ready for the market, the export of apples

* Miscellaneous Series No. 304.

during the latter part of June, July, and August was about 30,000 cases. The shipment of oranges from this place has been for some years on the decline, as the fruit is of a poor kind and unable to compete successfully with that from Valencia and other sources; the exports being, therefore, limited to a few thousand cases during the months of December to March.

Slate and marble (both said to be of excellent quality) occur in this district, and a certain trade is done in exporting them, but in both cases there are difficulties in the way of the development of the trade arising out of want of facilities for shipping.

Shipping and Navigation.

The bar of Oporto has of late years been much improved, and a striking proof of this improvement is afforded by the great diminution in the number of wrecks which were in former times of such frequent occurrence.

The port of Leixões (pronounced Layshowings) is now completed, at any rate as a harbour of refuge, and it is contemplated to make considerable improvements in the way of providing it with mooring buoys, discharging quays, &c. In the meantime it is resorted to by a considerable amount of shipping as will be seen by the table at the end of this report, whereby it will also be seen what a large preponderance there is of shipping under the British Flag over that of all other nations. A fixed red light (visible about 5 miles) has been placed on the south pier head. Last year I sent home a translation of the Harbour Regulations. These have been since somewhat modified, but they are still of a provisional character, and are at present in course of revision.

Population and Industries.

The last census of the population of the country was taken in 1891, but the result has not yet been published. The penultimate was in 1878, and the antepenultimate in 1864, the population of Oporto having been returned at 108,346 and 85,256 inhabitants respectively. These figures, however, give no proper idea of the present commercial and social importance of Oporto, because not only is it very evident that the population has increased very considerably since they were obtained, but also because they refer only to the city within barriers, and no account is taken of the large number of neighbouring villages and hamlets where a great many workmen reside, and whither they come into town for their daily labour, and also of the increasing number of people who, taking advantage of the facilities of tram conveyance, also have their dwelling houses out of town. No account is taken also of that portion of Oporto which lies on the left bank of the Douro, and where all the port wine stores, cooperages, and some other industries are located.

Emigration is a subject which is occupying and has for a long

time occupied the attention of Portuguese statesmen. It is regarded by some people as a very great evil for the country, but it is very doubtful whether this is so to such an extent, if at all, as is generally made out in the Press. As the last census returns have not been published, it is impossible to tell whether, in this case, emigration has been followed by the increase in the population which is supposed to follow it; but it is curious to note that this would appear to have begun to be observed in respect to this very country at the time she was extending her conquests and her colonies. It takes place to Brazil, and differs from emigration in the generally accepted meaning of the term, in that the people leaving home for Brazil do not go for the purpose of colonising a new country or permanently settling abroad, but with a view to endeavouring to obtain wealth with which to return to the old country. At any rate this was the case until quite recent times. Circumstances are, to a certain extent, changing in this, that whereas, formerly, only men emigrated, now it is quite a common thing to see whole families leaving this country for Brazil. By far the greater number of emigrants are from the northern provinces of Portugal, and their departure is owing to a diversity of causes, among which are the following:—Poverty, aggravated by the financial crisis and increased taxation; the horror shown by most classes for the military conscription, this being applicable more especially to clandestine emigration; the force of example, as in almost every village in the north there are one or more wealthy “Brazilians” as returned emigrants are called; the well-known cause of over-population, a factor which applies to a special degree to the province of Minho, which furnishes a very large proportion of the emigrants, and where it may be said that every spare yard available for agriculture is already taken up—in fact, as far back as 1700 this province was called “a cidade continuada” (the continued city) owing to the density of its population; the fact that passages to Brazil can be obtained free, and also the efforts and arguments of the paid emigration agents. A committee of the House of Deputies is at work on the subject, and has just issued a set of queries to various authorities and corporate bodies with a view to obtaining information on which to enact remedial measures. It has been suggested, too, that the rural clergy should be urged to make an anti-emigration propaganda among their parishioners. In the meanwhile, certain restrictive measures have been adopted, such as the imposition of a heavy duty on passports, and a high tax on emigration and steamship agents. While causing an increase on clandestine emigration, it is to be feared that all coercive measures may have a tendency to deter a large number of emigrants who were in the habit of making frequent voyages backwards and forwards from returning to Portugal, at any rate for a number of years. This emigration varies very considerably in different years; the following figures were supplied to me for the two last:—

NUMBER of Persons going from Leixões and Lisbon to the Southern Ports of Brazil (Pernambuco, Bahia, Rio de Janeiro and Santos), and returning therefrom.

				1891.	1892.
				Number.	Number.
Outwards	..	..	..	28,534	17,759
Homewards	..	..	..	11,906	15,513
Difference	..	..	..	16,628	2,246

This year the number outwards is, I believe, greatly in excess of that in 1892, and in connection with the above figures it must be borne in mind that it is a notorious fact that a large quantity of persons embark clandestinely at Vigo and other places.

In 1891 the Government made an effort to divert this current of emigration to the Portuguese possessions by providing free passages, but the attempt ended in failure. The desirability has also been suggested that the Government should endeavour to direct migration to the southern province of Alentejo, but there seem to be great drawbacks to this scheme owing to the nature of the soil and low rainfall.

The people all over the country have, of course, suffered severely from the financial crisis, and, as has been said, Oporto is, in addition, suffering from the effects of another one. Individual incomes having so materially decreased and expenditure so sensibly increased owing to the enormous rise in the cost of living, it is not to be wondered at that considerable opposition is being shown to a measure of the Government whereby Oporto is placed on an equal footing with Lisbon as regards taxation. It is contended that the people here are already being taxed quite up to the point of endurance, and that special advantages are enjoyed by the capital which do not obtain in the northern city, and although the law respecting the new taxes has passed in the Cortes, it is more than probable that the last word has not been said on the subject. It would only come into operation in 1895, and, according to the latest reports, the Government are showing signs of an inclination to listen to complaints against the increase. It is a remarkable fact, that to a casual observer the effects of a simultaneous decrease in income and increase in expenditure should be more openly perceptible. Everything would appear to go on in the same way as before; public amusements patronised by the lower classes have been as well patronised as heretofore, and yet there can be no doubt that the pinch must be severely felt by many people.

I have it on the authority of a gentleman who is in municipal office that in the consumption of beef alone there was a diminution in 1892, as compared with 1890, of 693,763 kilos., representing Economy in food.

senting 52,416*l.*, and that this could be accounted for in no other way than by forced economy as a result of reduced means.

Industries.

In the matter of industries there has been a considerable development, there being a good many cotton mills at work, and some new manufactures have lately been started. It is only fair to say that in some cases the goods turned out, if, as a matter of course, dearer than those of foreign manufacture, are, at all events, of good quality, some kinds of grey cloths being specially remarkable for excellence of manufacture and absence of excessive sizing.

Matches.

As much cannot be said, however, for all manufactures, the matches obtainable here, for instance—on the production of which a heavy tax is levied—have become wretched in quality and higher in price, and nothing is so common as to see smokers in the streets and public conveyances making use of the old-fashioned flint and tinder-box in preference to matches.

Wood-pulp.

A steam-mill has recently been set up by an English Company, about 20 miles to the south of Oporto, for the manufacture of wood-pulp for paper-making, from the "*Pinus Maritima*," which grows in great abundance along the north coast of Portugal. The produce of this factory, which, I understand, is steadily increasing, is consumed in the country and also sent abroad, some of it even finding its way to the United States.

Fishing.

With reference to the large importation of codfish mentioned above, it is noteworthy that the Portuguese should have to import cured fish from such a distance and in such large quantities when account is taken of the facilities which their comparatively extensive coast line gives them for procuring fish for themselves. There can be no doubt that very much more fish could be caught than is the case at present, although of late greater enterprise is being shown in this respect. A few years ago steam trawling was started from this port (owing to English initiative), and this industry was bidding fair to become an important, remunerative, and a very useful one, when the Government, for some reason or other, and apparently before any thorough and practical investigation was made into the matter, placed such restrictions on the trade as to prevent the industry from developing or flourishing much. The trawling was proving to be an inestimable blessing to the community, as fish, especially flat fish, was becoming more plentiful and cheaper. It has, I believe, been contended that the continuance of trawling would have the effect of eventually diminishing the supply of fish by depleting the Atlantic Ocean in the neighbourhood of this country. Such an argument should be, on the face of it, too absurd to be seriously entertained. Large fixed nets, also an innovation in this district, have been laid down for the catch of sardines and sprats near the coast, and large quantities are caught. With regard to sardines, a certain trade is carried on in exporting them, sprinkled with salt, to Spain, and at first sight it would appear that such a trade might be done with advantage to England. I know, however, that a small experimental consignment having been made to London last year, an

unfavourable report was made on the same by a large firm of fish salesmen and importers, who gave it as their opinion that the importation of Portuguese sardines into England would never be a paying business, chiefly because they would not suit English taste. The fact is, nevertheless, that they are an article of food which appears to be much appreciated by residents and visitors here.

Off Vianna, about 30 miles to the north of Oporto, a trade has sprung up within the last few years in the catch and sale to French vessels of cray fish. Lobsters are uncommon off this coast, and apparently not so highly valued by the French and Portuguese.

The following are the figures relating to this industry:—

Year.	Number of Vessels Employed.	Number of Crayfish.	Value.
1889	17	50,937	£ 2,264
1890	30	64,864	2,883
1893	17	36,366	2,020

In the years 1891 and 1892 the catch was more or less of the preceding year. During the months of August and September fishermen, and in some cases farmers, are employed along the northern coast in the catch, from boats, of very large quantities of a small kind of crab, *Portunus puber* (*cancer puber*—Linn.) Fr. *crabe à laine*, which is in great demand by the farmers for use as manure. It is to be regretted that this manure is not properly applied, as it is left on the fields uncovered and so loses by evaporation part of its properties. A factory has just been completed for the artificial preparation of these crabs also for manure; but it is too early to pronounce on its effects as a fertilizer in this form.

Public Works.

By far the most important event in this respect is the completion of the port of Leixões, of which mention has already been made. It is expected that a considerable development will take place in the shipping when the recently concluded treaty with Spain comes into operation, whereby goods intended for Spain are allowed free transit through Portugal, and it is also anticipated that large quantities of goods, especially cereals, will be sent from certain parts of Spain to Leixões in preference to Santander for exportation abroad, and that this will also apply to some intended for Barcelona, as the shorter railway distance to be covered would allow of an economy in the price of carriage, even taking the expenses of transhipment into account. The distances are the following:—

(1646)

B

				Distance.
				Kiloms.
Salamanca to Santander	..	..	..	886
„ Oporto..	..	..	..	835
Difference in favour of Oporto	..			51
Salamanca to Barcelona	..	..	..	936
„ Oporto..	..	..	..	835
Difference in favour of Oporto..	..			601

The port is not yet connected directly by rail with the main lines, and pending the carrying into effect of such connection goods will have to be carried from the river-side railway station in covered lighters as is the case at present, or as far as the station of Famalicão, which is connected with Leixões by a narrow gauge line, or from the above-mentioned river-side station at the custom-house along a tram line which passes it at a distance of a few yards and runs to the harbour.

A railway line, mostly underground, is partly constructed from the present station to another which it is intended to build in the centre of the town, and a proposal is at present before the Government for the completion of these works at the expense of the proponents in exchange for certain concessions.

A new road, which is called the "Circumvallation road," and which is being made partly with municipal and partly with Government funds, is in the course of completion. It embraces an area of 3,600,000 hectares and is divided in the middle by a ditch or dike, and is intended to serve as a boundary to the city for octroi purposes. It is anticipated that in addition to being an improvement to the city, it will be the cause of a rise in municipal duties, and of a decrease in the amount expended in their collection.

General Remarks.

During the course of this year an action was decided at the Commercial Court of this city, arising out of the present abnormality in the exchange, which may be of some value as a precedent. The issue was between the receivers of a cargo of sulphur and the owner of the vessel which carried it here. It appears that, in making out the accounts in relation to the consignment of the cargo, the firm in question converted the amount of their disbursements into sterling at the par of exchange, taking no account of the premium on gold which then obtained. On a claim being made by the shipowner for the difference in the exchange, it was refused by the receivers, who alleged that by the Law of Portugal the equivalent of sovereigns, which were a current coin in this country, had been fixed at 4\$500 reis per 17. An Association of steamship owners thereupon took the

matter up and caused proceedings to be taken against the Portuguese firm with the result that they obtained a favourable verdict for the shipowner, a decision which was not appealed against. The result was not, perhaps, quite so satisfactory as it might have been, because, owing to the practice of Portuguese Courts of allowing only a very trifling sum for the costs of a successful suitor, the plaintiff in this case received an amount considerably under that which the defendants had to pay, the rest having been swallowed up in counsel and solicitors' charges, court fees, &c. Mention is made of this case because, as above stated, it may possess some value as a precedent.

Annex A.—RETURN of all Shipping at the Port of Oporto during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	52	8,285	279	155,620	331	163,905
Portuguese...	55	21,794	21	21,314	76	43,108
" coasting	190	15,700	25	12,702	225	28,402
German ...	6	3,743	115	61,245	121	64,988
Swedish and Norwegian	12	3,686	52	19,690	64	23,376
French ...	3	852	14	5,895	17	6,747
Spanish ...	6	1,370	6	2,865	12	4,235
Danish ...	1	194	10	5,608	11	5,802
Italian ...	11	5,478	...	...	11	5,478
Russian ...	5	1,198	4	2,606	9	3,804
Austrian ...	...	...	3	2,644	3	2,644
Brazilian ...	1	293	...	...	1	293
Greek ...	...	...	...	...	...	...
American ...	...	...	...	...	...	...
Belgian ...	...	...	...	...	...	...
Dutch ...	...	...	...	...	...	...
Other countries	...	...	...	...	...	...
Total ...	342	62,593	539	290,189	881	352,782
" for 1891 ...	378	66,963	560	292,720	938	359,683
" for 1890 ...	408	66,789	641	308,994	1,049	377,783

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	50	7,286	275	153,236	325	160,522
Portuguese...	54	22,615	21	21,314	75	43,929
" coasting	198	16,590	34	12,246	232	28,836
German ...	5	2,529	117	62,801	122	65,330
Swedish and Norwegian	10	3,059	51	18,935	61	21,994
French ...	2	197	14	5,895	16	6,092
Spanish ...	6	1,370	6	2,865	12	4,235
Danish ...	1	194	10	5,594	11	5,788
Italian ...	10	5,129	...	...	10	5,129
Russian ...	5	1,198	4	2,606	9	3,804
Austrian ...	...	...	3	2,644	3	2,644
Brazilian ...	1	293	...	...	1	293
Greek ...	...	...	...	...	...	...
American ...	...	...	...	...	...	...
Belgian ...	...	...	...	...	...	...
Dutch ...	...	...	...	...	...	...
Other countries	...	...	...	...	...	...
Total ...	342	60,460	535	288,136	877	348,596
" for 1891 ...	385	69,282	575	301,908	960	371,190
" for 1890 ...	402	67,805	629	301,118	1,031	368,923

**Annex B.—RETURN of all Shipping at the Port of Leixões
(Oporto) during the Year 1892.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	15	138,228	159	138,228	174	141,307
Portuguese...	16	8,820	22	27,410	38	36,230
" coasting	146	11,013	10	3,293	156	14,306
German ...	3	2,051	52	43,608	55	45,659
American ...	1	668	...	...	1	668
Austrian ...	...	...	1	1,149	1	1,149
Belgian ...	...	...	5	8,318	5	8,318
Brazilian ...	1	293	...	...	1	293
Danish ...	...	...	7	3,302	7	3,302
French ...	1	655	13	22,528	14	23,183
Spanish ...	2	578	1	46	3	624
Dutch ...	...	...	...	...	...	...
Italian ...	6	3,207	...	...	6	3,207
Russian ...	1	125	1	668	2	793
Swedish and Norwegian	3	530	12	4,847	15	5,377
Total ...	195	31,019	283	253,397	478*	284,416
" for the year preceding	197	26,232	241	230,835	438	256,767

* Of the vessels appearing on this return 111 made use of the port in 1892 for the purpose of taking in and discharging passengers and cargo; the remainder resorted to it as a harbour of refuge, or for the performance of quarantine.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	14	2,952	161	139,888	175	142,840
Portuguese...	16	8,820	22	27,410	38	36,230
" coasting	145	10,896	10	3,293	155	14,189
German ...	3	2,051	52	43,608	55	45,659
American ...	...	...	...	...	...	...
Austrian ...	...	...	1	1,149	1	1,149
Belgian ...	...	...	5	8,318	5	8,318
Brazilian ...	1	293	...	...	1	293
Danish ...	...	...	7	3,302	7	3,302
French ...	1	655	13	22,528	14	23,183
Spanish ...	2	578	1	46	3	624
Dutch ...	...	...	...	...	...	...
Italian ...	6	3,207	...	...	6	3,207
Russian ...	1	125	1	668	2	793
Swedish and Norwegian	3	530	12	4,847	15	5,377
Total ...	192	30,107	285	255,057	477	285,164
" for the year preceding	194	26,065	239	228,875	433	254,940

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ON THE
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REFERENCE TO PREVIOUS REPORT, Annual Series No. 995.

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1239. Madrid	½d.	1299. Dantzic	7d.
1240. Port-au-Prince	2d.	1300. Sofia	2½d.
1241. Frankfort	3d.	1301. Mexico	1½d.
1242. Erzeroum	1d.	1302. Paris	1d.
1243. Palermo	3½d.	1303. Buenos Ayres	½d.
1244. Naples	1d.	1304. Tangier	2½d.
1245. Guatemala	1d.	1305. Somali Coast	½d.
1246. Madrid	1d.	1306. Porto Rico	1d.
1247. Gothenburg	2d.	1307. Paramaribo	1d.
1248. Brindisi	2½d.	1308. Oporto	1½d.
1249. Fiume	2d.	1309. Naples	½d.
1250. Leghorn	2½d.	1310. Salonica	2½d.
1251. San Francisco	5½d.	1311. Valparaiso	2d.

No. 1312.

Reference to previous Report, Annual Series No. 995.

PORTUGAL.

MOZAMBIQUE.

Consul Churchill to the Earl of Rosebery.

My Lord, *Mozambique, September 24, 1893.*

I HAVE the honour to transmit herewith my Trade Report for the year 1892.

I have, &c.
(Signed) WM. CHURCHILL.

Report on the Trade and Commerce of Mozambique for the Year 1892.

ABSTRACT of Contents.

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N.B.—The rate of exchange adopted in this report is 6 milreis = 1*l.* sterling
(1655) A 2

*Trade and Commerce.*Imports and
exports.

No detailed statistics have been published here on the trade and commerce of this port and province for several years past, and there is no immediate prospect of obtaining accurate statistics as published by other colonies and countries.

The following figures were obtained from the local official bulletin :—

PORT of Mozambique.

Year.	Imports.	Exports.	Total.
	£	£	£
1892	107,096	66,297	173,393
1891	215,655	111,493	327,148
Decrease in 1892 ..	108,559	45,196	153,755

The total imports and exports of the whole province are as follows :—

Port.	Imports.	Exports.	Total.
	£	£	£
Mozambique	107,096	66,297	173,393
Palma	1,407	2,004	3,411
Ibo	32,220	36,646	68,866
Antonio Ennes	1,013	17,320	18,333
Quilimane	114,263	95,134	209,397
Inhambane	26,261	16,094	42,355
Delagoa Bay	148,039	7,557	155,596
" " (in transit) ..	58,436	..	58,436
Total trade, 1892 ..	488,735	241,052	729,787

The trade of Beira between July 18 and December 31, 1892, the period during which the Mozambique Company have administered their territory, amounts to 52,719*l.*, being 35,842*l.* for imports and 16,877*l.* for exports.

Causes of
decrease.

A considerable shrinking of trade is observable at this port during the year 1892. It is believed the decrease in the imports is due to the fact that during the previous year, the unusually large amount of goods imported proved to be in excess of the demand. It must also be mentioned that last year was remarkable for disturbances caused by the natives in various parts of the colony. On these occasions British Indian traders suffered heavy losses. And they now feel discouraged from keeping large stocks.

The decrease in the exports is also in a measure due to the disturbances above referred to, and to an unsatisfactory state of the crops.

It may be interesting to notice what import dues are paid on goods imported from foreign countries in comparison with those from Portugal.

	Value.	Import Duty.
	£	£
Goods imported from Portugal ..	21,398	230
" " foreign		
countries..	85,698	17,899

The imports consist of cotton goods, barter goods (including beads, brass, and iron wire, &c.), powder, wines, spirits, preserved provisions, hardware, guns, petroleum, cement, &c.

Articles of import and export.

The principal articles exported are ground nuts, sesame seeds, ivory, rubber and timber.

Practically there is no direct trade between Great Britain and Mozambique, but indirectly Mozambique has been a consumer of British manufactures for a long time past. British Indian traders are the mediums. It is said that no Europeans can compete with them here in their particular business. Besides being born traders, they are economical and frugal in their habits, and, lastly, the greater part of their merchandise is derived from Bombay, at sales of old stocks, bank consignments, &c., whence they obtain what they require at exceedingly low prices. This places their competitors here at a great disadvantage.

British share in the commerce.

A profitable trade might, it is believed, be carried on in timber. There are several varieties of excellent wood to be found near the coast to the north of this port. They are suitable for house and shipbuilding, cabinet making, mining, railway sleepers, &c. The wood is extremely durable.

New branches of trade.

There is practically no local production, either industrial or agricultural in this district. The chief employment of the natives is in growing market produce and fishing. The exports from the custom-house at Mozambique are derived principally from Angoche, Mocambo Bay and Lurio.

Production of locality.

The new tariff for this province was promulgated here on the 8th of March, 1893. The duties have been greatly increased, and appear to be prohibitive on some articles. The tariff will be found in the appendix.

New tariff.

Undoubtedly there is a market here for British manufactures, as this colony has been a consumer, as already stated, of British goods, conveyed here second-hand through India for many years past.

Market for English manufactures.

It is believed that the market may be greatly improved by the establishment of British trading houses on the coast.

There is very little exportation to the United Kingdom.

Exports to the United Kingdom and British colonies.

All the ivory goes to Bombay and London.

A little rubber is exported to the United Kingdom.

France, Germany, and Holland consume the bulk of the exports of Mozambique.

Ground nuts come first in the rank of exports, and are sent principally to Marseilles, Rotterdam, and Hamburg.

Currency and
exchange.

British Indian rupees and Maria Theresa dollars form the principal silver coinage of this port and district. The former however predominate. The official values are as follows:—

1 rupee	=	450 reis
1 dollar		860 „

Shipping and Navigation.

Steam com-
munication.

The Portuguese Royal Mail Navigation Company failed last year, and discontinue sending their steamships to this colony.

The Union Company have entered into a contract with the Portuguese Government this year to establish a four-weekly service of steamers between Lisbon and Mozambique via the Cape of Good hope, calling at Delagoa Bay, Inhambane, Beira, Tshinde, Quilimane, and Mozambique and back, calling at the same ports as mentioned above.

Also a fortnightly mail service between Lisbon and Delagoa Bay.

This line has commenced, and the steamers proceed from Mozambique to Zanzibar, where they connect with the British India steamers.

Besides the Union Company, Mozambique is visited by the steamers of a German company—Deutsche Ost-Afrika Linie.

This line is also four weekly, and starts from Hamburg.

Return
freights.

Ground nuts, sesame seeds, and rubber, and one or two other articles are exported in bags. The annual export from this port is about 5,000 tons, or 70,000 bags. Besides the above, timber and other merchandise amount to about 1,000 tons.

Loading and
landing
facilities.

There is a small pier built in shallow water. A wharf for loading and unloading small vessels is in course of construction.

Loading and landing operations are performed in lighters. These lighters are made here, and there exists a sufficient number for present requirements.

The hire of a lighter costs 1*l.* per day. Each lighter requires a crew of about 10 men, who are paid 1 *r.* per day, with rations, each. The lighters have a capacity of from 15 tons to 25 tons.

Lights and
lighthouse.

There is an excellent lighthouse. The light is “fixed” and visible 15 miles. It stands on a stone tower 66 feet high. The lighthouse is situated on St. George Island (Portuguese name, “Ilha de Goa”).

Besides the above there are two green beacons on St. Sebastian Fort, on the north extremity of the Island of Mozambique, and two red beacons—one on the mainland, opposite the Governor-General’s country house at Cabaceira, and the other in the bay. These two sets of beacons lie parallel with each other, and are intended to indicate the entrance to the harbour at night. These and the light on the lighthouse are perfectly reliable.

The following is the tariff:—Sailing vessels 150 reis (6*d.*) per Tonnage ton, or 2·83 cubic metres; steamers, 50 reis (2*d.*) per ton; dues. steamers sailing regularly from Lisbon to Mozambique, 25 reis (1*d.*) per ton; coasting vessels, 150 reis (6*d.*) per ton, once only in 12 months.

The return is given in the appendix.

Return of shipping.

Miscellaneous.

No census is ever taken here.

It is believed that if one were taken the result would be Population. nearly as follows:—

CENSUS of the Population of the Island of Mozambique during the Year 1892.

Description.	Number.
Europeans	200
Goanese and half-castes.. .. .	300
Africans	6,000
Asiatics	500
Total	7,000

RATE of Wages per Day.

Rates of Wages.

	Amount.	
	From—	To—
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
Carpenter (native).. .. .	1 4	3 4
„ (Chinese)	..	10 0
Mason	0 8	1 8
Painter	0 8	1 8
Boatman	0 6	0 8
Porter	0 8	1 6
Servants, per month	4 rs.	12 rs.
Cooks	15 rs.	25 rs.

There is no drainage system, properly so-called, all refuse Public health. being thrown on the beach and carried away by the sea. The streets are kept clean, the result is that there is comparatively little sickness among the crowded inhabitants of this islet.

The prevailing diseases are bilious and malarial fevers and dysentery.

The unhealthy season commences about the end of December, Unhealthy and finishes about the end of April. season.

The rainy season also occurs at this time.

The European houses are built of coral rag. Rents vary Dwellings. from 15*l.* to 100*l.* per annum.

There are two Portuguese hotels, with indifferent cooking, Hotels. accommodation and attendance.

TARIFF for the Province of Mozambique.

Number.	Classification.		Ibo and District of Cape Delgado.	Lourenço Marques or Delagoa Bay.	Other Ports.
1	Tar, pitch, and coal tar ...	Per cent. ad. val.	Reis. 5	Reis. 5	Reis. ...
2	Firearms—	Per kilo. ...	...	...	20
	(a) Guns, flint-lock and percussion, not rifled (such as those called "Lazarinas re-unas," &c., imported for trade with natives), and barrels for the same ...	Each ...	1,500	1,500	1,500
	(b) Guns not otherwise specified ...	" ...	3,500	3,500	3,500
	(c) Revolvers, pistols, and barrels for the same ...	" ...	1,000	1,000	1,000
3	Sugar of any quality ...	Per cent. ad. val.	5	...	...
4	Miscellaneous manufactures—	Per kilo. ...	...	40	40
	(a) Needles, pins, walking-sticks, cigar-holders, pipes, capsules for bottles, clasps, brushes, percussion caps, paint-brushes, and combs ...	Per cent. ad. val.	5	5	...
	(b) Ornaments, such as brooches, rings, earrings, watch-chains, bracelets, and the like (except those of precious metals), buttons (except those of precious metals), toys, and perfumery ...	Per kilo. ...	...	...	200
5	Olive oil, and any other oil employed with food ...	Per cent. ad. val.	5	5	...
6	Fermented beverages—	Per decalitre ...	...	...	1,000
	(A) Beer, cider, and any other kind unspecified ...	Per decalitre ...	400	400	400
	(B) Wines, liqueurs, and vinegar—				
	(a) In casks ...	Per decalitre ...	600	600	600
	(b) In bottles ...	" ...	800	800	800
	(c) Sparkling wines ...	" ...	2,000	2,000	2,000
7	Common Portuguese wines ...	" ...	200	200	200
	(a) Plain spirits, less than 24° Carlier ...	" ...	1,200	1,200	1,200
	(b) Alcohol and plain spirits of 24° or more, Carlier ...	" ...	3,000	3,000	3,000
	(c) Prepared spirits, cognac, gin, liqueurs, &c. ...	" ...	2,500	2,500	2,500
8	Lime and cement ...	Per cent. ad. val.	5	5	...
9	Boots—	Per kilo. ...	...	...	4
	(a) Boots or common shoes for trade with natives, weighing more than 700 grammes ...	Per cent. ad. val.	5	...	...
	(b) Other qualities ...	Per kilo. ...	...	200	200
10	Rubber manufactures not specified ...	Per cent. ad. val.	5	1,000	1,000
11	Tea ...	Per kilo. ...	5	500	500
12	Hats ...	Per cent. ad. val.	5	5	500
14	Beads ...	Per kilo. ...	5	...	25
15	Foreign vessels, sail or steam, not measuring more than 200 cubic metres ...	Per cent. ad. val.	12	100	100
16	Hoes for use of natives ...	Each ...	60	12	12
17	Mirrors (including frames) ...	Per cent. ad. val.	5	60	60
18	Uniforms and clothing, second hand, for trade with natives ...	Per kilo. ...	...	200	200
19	Felt (plain, dyed, or printed) in pieces or made-up articles ...	Per cent. ad. val.	5	50	50
20	Yarn—	Per kilo. ...	...	200	200
	(a) Cotton, single (warp and weft) ...	Per cent. ad. val.	5	10	...
	(b) Cotton, twisted ...	Per kilo. ...	...	...	80
		Per cent. ad. val.	5	10	...
		Per kilo. ...	...	...	150

TARIFF for the Province of Mozambique—continued.

Number.	Classification.		Ibo and District of Cape Delgado.	Lourenço Marques or Delagoa Bay.	Other Ports.
			Reis.	Reis.	Reis.
	Yarn—continued—				
	(c) Linen, wool, silk, or any other filaments, single or twisted	Per cent. ad val.	5	5	...
21	Articles of food—	Per kilo. ...	...	...	100
	(a) Rice and cod-fish ...	Per cent. ad val.	5	...	...
	(b) Potatoes, ship's biscuits, onions, and wheat flour	Per kilo. ...	...	20	20
	(c) Butter, and its imitations, cheese, lard, grease, bacon, preserved meats, preserved food of any kind (including the tare), spices, dried fruits, biscuits and cakes, and any other articles of food not specified	Per cent. ad val.	5	...	...
		Per kilo. ...	...	100	100
22	Canvas and sail cloth of duck or drill, cordage, and articles made of cord	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	70
23	Medicines, simple or compound, and any drug employed in pharmacy	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	200
24	Metals—				
	(A) Precious metals in bars, or manufactured, including articles containing precious stones ...	Per cent. ad val.	5	5	10
	(B) Copper (pure), brass, bronze, and similar alloys—				
	(a) Cast, wrought or rolled (bars, plates, sheets, rods, &c.)	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	10
	(b) Wire and tubes ...	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	50
	(c) Manufactured articles not specified (plain, tinned, nicked, silvered or gilt)	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	200
	(C) Lead—				
	(a) Cast or rolled (bars, plates, sheets, and sticks), and shot	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	5
	(b) Manufactured articles not specified	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	50
	(D) Tin and zinc—				
	(a) Cast or rolled (bar, plates, sheets, and sticks)	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	5
	(b) Manufactured articles not specified	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	50
	(E) Iron and steel—				
	(a) Cast, wrought, or rolled (bars, rods, hoops, sticks, brackets, beams, T-iron and angle iron, wire, plain or corrugated sheets; plain or coated with zinc, copper, or tin), chains, grapnels, and anchors	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	3
	(b) In columns, tubes, beams, network, railings, tanks, and other articles not specified but used in building (plain or galvanised)	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	15
	(c) Iron castings not specified	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	30
	(d) Manufactures of tin plate	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	150
	(e) Locks, bolts, hinges, door-handles, ornaments, and other small articles used in building, tools and implements (with or without handles), for use in trades and industries, and any other goods manufactured of wrought or rolled iron or steel (including cutlery with or without handles), plain, coloured, or coated with zinc, tin, or enamel	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	80

TARIFF for the Province of Mozambique—continued.

Number.	Classification.		Ibo and District of Cape Delgado.	Lourenço Marques or Delagoa Bay.	Other Ports.
			Reis.	Reis.	Reis.
25	Papers—				
	(a) Writing paper and envelopes, even if containing printed matter...	Per cent. ad val.	5	...	...
		Per kilo. ...	...	200	200
	(b) Paper of other kinds	Per cent. ad val.	5	...	...
		Per kilo. ...	...	100	100
26	Nails—				
	(a) Of copper, brass, and similar alloys ...	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	300
	(b) Of any other metal. Those used in shipbuilding ...	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	40
27	Petroleum ...	Per cent. ad val.	5	...	20
		Per kilo. ...	...	...	...
28	Phosphorus and matches ...	Per cent. ad val.	5	120	120
		Per kilo. ...	...	...	...
29	Gunpowder ...	Per cent. ad val.	5	300	300
		Per kilo. ...	...	...	...
30	China and earthenware—				
	(a) Tiles and bricks ...	Per cent. ad val.	5	2	2
		Per kilo. ...	...	...	...
	(b) Glazed tiles ...	Per cent. ad val.	5	10	10
		Per kilo. ...	...	...	...
	(c) Pipes of earthenware	Per cent. ad val.	5	5	5
		Per kilo. ...	...	...	...
	(d) „ stoneware ...	Per cent. ad val.	5	15	15
		Per kilo. ...	...	...	...
	(e) Dishes, plates and such wares ...	Per cent. ad val.	5	25	25
		Per kilo. ...	...	...	...
31	Time pieces—				
	(a) Watches ...	Per cent. ad val.	10	10	10
		Per kilo. ...	...	...	...
	(b) Clocks ...	Per cent. ad val.	25	25	25
		Per kilo. ...	...	...	...
32	Soap ...	Per cent. ad val.	5	50	50
		Per kilo. ...	...	...	...
33	Salt ...	Per decalitres	5	250	250
		Per decalitres	...	...	...
34	Tobacco—				
	(A) Portuguese tobacco—				
	(a) Leaves, rolls, or cakes	Per cent. ad val.	5	25	25
		Per kilo. ...	...	...	...
	(b) Cigars ...	Per cent. ad val.	5	150	150
		Per kilo. ...	...	...	...
	(c) Otherwise manufactured	Per cent. ad val.	5	100	100
		Per kilo. ...	...	...	...
	(B) Foreign tobacco—				
	(a) Unmanufactured ...	Per cent. ad val.	5	1,800	1,800
		Per kilo. ...	...	...	...
	(b) Manufactured ...	Per cent. ad val.	5	3,600	3,600
		Per kilo. ...	...	...	...
35	Tissues—				
	(A) Silk tissues, pure and mixed, in the piece or in made up articles ...	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	2,500
	(B) Woollen tissues, in the piece or in made up articles—				
	(a) Cloths and cashmeres, pure or silk, or containing silk	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	700
	(b) Flannel of pure wool	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	600
	(c) Flannel and wool and cotton	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	400
	(d) Shawls and handkerchiefs of pure wool and cotton	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	700
	(e) Knitted goods and hosiery	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	700
	(f) Woollen goods of pure wool or wool and cotton not specified	Per cent. ad val.	5	5	...
		Per kilo. ...	...	...	400
	(C) Cotton goods of any kind, in the piece or in made up articles—				
	(a) Unbleached or bleached	Per cent. ad val.	5	10	...
		Per kilo. ...	...	...	200
	(b) Dyed or printed ...	Per cent. ad val.	5	10	...
		Per kilo. ...	...	...	350
	(D) Linen goods not specified in the piece, or in made up articles	Per cent. ad val.	5	10	...
		Per kilo. ...	...	...	300

TARIFF for the Province of Mozambique—continued.

Number.	Classification.		Ibo and District of Cape Delgado.	Lourenço Marques or Delagoa Bay.	Other Ports.
			Reis.	Reis.	Reis.
35	Tissues—continued—				
	(E) Sackcloth and sacks ...	Per cent. ad val.	5	10	...
36	Paints in powder, and colouring earths ...	Per kilo. ...	...	...	30
		Per cent. ad val.	5	...	...
37	Paints prepared in any way ...	Per kilo. ...	...	10	10
		Per cent. ad val.	5	...	...
38	Umbrellas and parasols—	Per kilo. ...	...	20	20
	(a) Made of silk ...	Per cent. ad val.	5	...	...
		Per kilo. ...	...	1,500	1,500
	(b) Made of any other material ...	Per cent. ad val.	5	...	...
		Per kilo. ...	...	200	200
39	Candles ...	Per cent. ad val.	5	...	...
		Per kilo. ...	...	70	70
40	Window glass, and common black or green glassware ...	Per cent. ad val.	5	...	...
		Per kilo. ...	...	100	100
41	Glassware, not specified ...	Per cent. ad val.	5	...	...
		Per kilo. ...	...	150	150
42	Goods not specified... ...	Per cent. ad val.	5	5	10

MERCHANDISE Free of Import Duty.

Number.	Classification.
1	Staves
2	Mineral waters
3	Live animals (except oxen)
4	Coal
5	Foreign gold coin
6	Portuguese coin, coming from Portuguese ports
7	Sail or steam vessels, Portuguese or foreign, exceeding 200 cubic metres measurement, with their appurtenances, and Portuguese sailing or steamships not exceeding 200 cubic metres measurement, together with their appurtenances
8	Felt for covering
9	Twine for fishing nets (of Portuguese origin)
10	Ice
11	Vegetables (from Portugal)
12	Books printed in any language
13	Sewing machines
14	Agricultural and industrial machines and implements, and their appurtenances, and mathematical and scientific instruments and apparatus
15	Appurtenances or parts of vehicles (of Portuguese origin)
16	Plants and green fruit
17	Fishing nets (of Portuguese origin)
18	Sacks and sackcloth (of Portuguese origin)
19	Bricks and stone (of Portuguese origin)
20	Casks, complete or in parts (of Portuguese origin)
21	Glass or earthenware vessels containing imported merchandise
22	Waggons, trucks, and railway cars
23	Vehicles of any kind (complete), entire or in parts (of Portuguese origin)

EXPORT Dues.

Number.	Classification.	For Foreign Ports.	For Portugal.
		Per cent. ad val.	Per cent. ad val.
1	Groundnuts and other oil seeds, except sesame seeds; poles, beams, boards, and timber, unspecified	2	1
2	Sesame seeds, Calumba root, gums, except copal, hides, and leather, and native tobacco	4	2
3	Indiarubber, pepper, rhinoceros horns, hippopotamus tusks, tortoiseshell.	8	6
4	Cowries and other shells, wax, and ebony	5	3.75
5	Cloves, ivory	10	7.5
6	Copal, pearls, and precious stones	6	4.5
7	All other articles, goods, and merchandise	2	1.5

RETURN of all Shipping at the Port of Mozambique during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	17	15,800	17	15,800
Portuguese	...	...	58	77,809	58	77,809
German	1	357	56	82,639	57	82,996
French	2	864	2	1,308	4	2,172
Norwegian	3	2,569	...	...	3	2,569
Arabian	...	...	2	468	2	468
Total	6	3,790	135	178,024	141	181,814
„ for the year preceding	8	4,898	148	191,517	156	196,415

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	18	16,600	18	16,600
Portuguese	...	...	58	77,809	58	77,809
German	1	357	56	82,639	57	82,996
French	2	864	2	1,308	4	2,172
Norwegian	3	2,569	...	...	3	2,569
Arabian	...	...	2	468	2	468
Total	6	3,790	136	178,824	142	182,614
„ for the year preceding	6	3,843	140	125,013	146	128,856

FOREIGN OFFICE.
1893.
ANNUAL SERIES.

N^o. 1316.

**DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.**

PORTUGAL.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF QUILIMANE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1009.

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DECEMBER, 1893.

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Reference to previous Report, Annual Series No. 1009.

PORTUGAL.

QUILIMANE

*Report by Mr. Vice-Consul Ross on the Trade of Quilimane for the Year 1892.**

ABSTRACT of Contents.

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* This report was received at the Foreign Office too late for it to be incorporated in that from the Superintending Consul at Mozambique in which it should properly have been included (see Annual Series, No. 1312).

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NOTE.—In the following report 4,500 reis = 1*l.*; and 459 grammes = 1 lb. avoirdupois.

Trade and Commerce.

Trade and
commerce.

The following figures show the total values of exports, imports, and duties collected thereby during the past three years converted into pounds sterling :—

Year.	Value.		
	Exports.	Imports.	Duties.
	£	£	£
1890	84,633	116,763	22,044
1891	112,708	156,832	25,046
1892	126,857	152,356	23,270
Increase, 1892	4,149	..	..
Decrease „	..	4,476	1,776

Thus in 1892 there was a decrease in imports and duties of 4,476*l.* and 1,776*l.* respectively, and an increase of exports of 4,149*l.* The decrease of imports may be ascribed to the disturbing effect of the Maganja raid in the early part of the year, when merchants were arranging to receive supplies of trade goods, and the increase of exports represents old stocks of produce held over from 1891 in expectation of better prices of produce than those which ruled in the end of 1891.

The exports consisted of ground-nuts, sesame seed, and coprah; of ivory, gold dust, indiarubber, and beeswax; also an insignificant quantity of timber, cocoanuts, and grains taken as ballast on board of dhows returning to India.

Destinations
of exports.

The destinations and amounts of the various products of the district are shown in Table A.

Table A.—ANALYSIS of Destinations of Produce Exported during the Year 1892.

Destination.	Produce.						
	Ground Nuts.	Sesame Seed.	Coprah.	Indiarubber.	Beswax.	Rhinoceros' Horns.	Ivory and Hippopotamus' Teeth.
	Tons.	Tons.	Tons.	Tons c. q.	Tons. cwts.	Lbs.	Lbs.
London	...	...	...	0 8 3	...	...	5,729
Liverpool	240	...	...	...	...	...	...
Bombay	16	48	6	...	...	3,000	72,033
Marseilles	3,146	440	1,316	...	9 15	...	...
Amsterdam	70	49	...	...	...	...	...
Rotterdam... ..	708	21	...	...	1 0	...	...
Hamburg	154	179	343	14 10 0	9 10	...	8,316
Total	4,334	737	1,665	14 18 3	20 5	3,000	86,078

Small tusks of ivory are shipped in bags, the larger uncovered. Ground-nuts, sesame seed, coprah, and rubber are all sent in bags when shipped by a line steamer; coprah is shipped in bulk on board of sailing ships or chartered steamers. The jute bags used are mostly of Bombay manufacture, and are imported by Indian traders. All oil-seeds are carefully picked and cleaned from sand and other impurities before shipment. Wax is boiled and the impurities removed, which the natives mix into the balls into which they roll it, and is run into shapes of some 60 lbs. weight, which are then bagged. Coprah is dried by the heat of the sun, except in very wet weather. Rubber is made by natives into large and small balls. One quality, the better, is extracted from the stems of vines, and made up raw. A second quality is made from roots of plants by boiling. All balls are cut open before purchase by the merchants, as the natives have a trick of increasing weight by inserting all kinds of impurities.

Methods of shipment.

The crop of 1892 was a fair one of oilseeds as well as of grain. In the month of March prices of native food ran very high, but were reduced in a short time by the import of supplies from Mozambique.

The export merchants are as follows, viz. :—

Nationality of exporters.

Nationality.	Name.
French	Manté Frères et Borelli de Régis Aîné Ann. Fabre et Fils A. Mazardé et Cie Duranteau, Eschmann et Cie
German	W. Philippi and Company Friedrich Scheel Deuss, Vertin and Company
Swiss	G. Kammermann
Dutch	Oost Afrikaansche Cie
Indian	Damoder Anunjee Hadji Saccur Kassam Hadji Tyab Hadji Sulliman Dramvey Panachand
Portuguese	Pereira Dulio and Company
British	There is at present no British house in Quilimane

New article
of export.

No new article of trade has been exported during 1892. No alteration has been made on the export duties during the year. A new scale of duties has been published in Lisbon and will shortly be put in force. By this scale, export duties will be increased considerably and a difference made between produces exported to Portuguese possessions and those exported to other countries, very much in favour of the former.

Imports,
Amount of.

The total value of imports this year was 152,356*l.*, or more than 4,000*l.* less than last year. As in past years cottons and piece-goods of Indian manufacture have been largely imported from Bombay. Most other goods come from France, Germany, Switzerland, Holland, and Belgium, the proportion of British trade has been smaller than ever this year.

Nature of
imports.

Imports consist of spirits, cotton of various kinds, printed and woven piece-goods, cotton, blankets, hardware, beads, brass wire, Kaffir picks, guns, and gunpowder, furniture, tinned provisions, dried cod fish, dry goods, white timber, bricks, tiles, cement, petroleum, and corrugated iron. From Portugal come wines, tinned provisions, potatoes, and onions. A large trade in spirits has been done during the year.

Nationality of
importers.

Import merchants are rather more numerous than exporters, but with the exception of Messrs Corriâ and Carvalho, a Lisbon firm, their indents are small. They are all Portuguese or Bombay Indians.

Import of
machinery.

No important machinery has been imported.

The Government imported from France a short portable railway. It has been laid down in the principal road of the town to assist in transporting goods from the custom-house.

Import duty.

The only alteration in import duty has been in the case of tobacco, the duty on which was raised from about 9*d.* to 7*s* per lb. By the new table of duties many articles are heavily taxed

which paid before only 3 per cent. ad valorem, and all old rates are largely increased.

Transport to Tete is still carried on by canoes and lighters Internal
via the Kwa-Kwa river, overland to Vicenti, and on from that transport.
by canoes and lighters. Nothing has been done towards
organizing the steamer transport to Magarrumbe, mentioned in
last report. Transport to Chilomo and Katunga (Port Blantyre)
is done from Chinde for the most part by steamers, and lighters
in tow of steamers. Rough goods go frequently by lighters
propelled by oars and sails. Freights from Chinde to Chiomo
are very heavy, and profitable to transporters, running from 6*l.*
to 15*l.*, by lighter or steamer. The value of imports and exports
of British Central Africa has amounted to 80,000*l.* during the
past year, and most of the imports and all of the exports have
passed through Chinde. The anti-slavery expedition under the
command of Major von Wissmann, in the month of June, placed
a steam-launch and two large lighters on the Zambesi, and gave
employment to a large number of men. These lighters were
made use of by the Admiralty expedition, entrusted with the
transport of the three Nyassa gun-boats in the end of November.
Transporters of cargo are finding out the great superiority of
iron over wooden lighters, and the saving in repairs and in
damage to cargo effected by the use of these imported boats, and
these are steadily substituting the old wooden ones. In the
course of the coming year, probably four more steamers with
attendant lighters will be placed on the Zambesi, some belonging
to the African Flotilla Company and others to private firms.

The fuel used on the river steamers is mostly wood.

Fuel.

Coal is imported from time to time from Natal, both to Chinde Coal.
and Quilimane. No coal from the Zambesi has yet come into
the market. Natal coal has sold here for 3*l.* per ton. The
supplying of fuel on the Zambesi and Shiré is in the hands of the
Government, and supplies are more certain now than formerly,
when it was cut and sold by natives only. The price of fuel has
risen from 6*d.* to 2*s.* 6*d.* per cubic metre or yard.

The articles manufactured by natives are mats, earthenware Native
pots, canoes, and fishing nets. In the Prazo Bowr a small amount industry.
of iron smelting is done, and hoes, knives, and spears are made. Domestic
All the grains and oilseeds exported are grown by natives in trade.
small patches. There is one cocoanut plantation at Mahindo, and
another has been begun at Zompo on the Chinde, but with these
exceptions no capital has been employed in agriculture on a large
scale. The native cultivators sell to the petty Indian traders,
and these to more important Indian traders, who in turn sell to
the exporters. In the Luabo district rough salt is obtained from
sea-water by the natives, and exchanged for grain with people
from the interior. There is a fair demand among the natives for
fish (fresh or dried) and dried meat of hippopotamus, buffalo, or
other game. Certain classes of the natives make a profession of
fishing and hunting.

Brick
making.

Under European supervision rough bricks are made by primitive processes, and sold, delivered in town, at 2*l.* per 1,000.

Boat
building.

Boats and lighters, roughly finished, are constructed by native workmen of local woods. These are all of carvel build. A 28-foot boat costs, when complete, about 35*l.*, including material and labour.

Oil pressing.

Ground nut-oil, sufficient for local consumption, is made by Indians in rough bullock mills. There are no traders from among the natives of the country. Most of the retail trade is done by Indians.

Bank.

There is a branch of the Banco National Ultramarino managed by a Portuguese trading house, but it does very little business.

Currency.

British gold, British and Portuguese rupees, notes of the Banco National, and Portuguese and Brazilian copper. Mexican and Austrian dollars, once very common, are now seldom met with. In the month of October, the value of stamped rupees was raised from 380 reis to 450 reis.

Rate of
exchange.

The rate of exchange has gradually risen from 5,400 reis to 6,400 reis per pound sterling. At times the rate has even exceeded the last-named figure.

Operation of
tariff in
favour of
goods from
Portugal.

By the tariff now in force, goods imported from Portugal pay 50 per cent. only of the duties. Exports to Portugal pay the same duties as those to other countries. According to the new tariff Portuguese goods are to pay 10 per cent. of the duties. Goods exported from Quilimane to Portuguese ports are to pay from 25 per cent. to 50 per cent. less than those consigned to non Portuguese ports.

QUILIMANE.

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RETURN of Shipping at the Port of Quilimane during the Year 1892.

Description.	British.			Portuguese.			German.			French.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Steam	48	22,214	1,699	29	30,810	1,291	29	9,858	940	2	1,308	72
Sailing	37	2,450	343	2	120	18	..	..	..	2	674	25
Total	85	24,664	2,042	31	30,930	1,309	29	9,858	940	4	1,982	97

Shipping and
navigation.

Freights.

Regular services were run by the Deutsche Ost Africa Linie by the Suez Canal once a month, and the Union Steamship Company via the Cape once in six weeks. In addition to these, the Mala Real Portugueza, Messrs. J. T. Rennie and Sons, of Durban, and, in the end of the year, the Bombay and Persia Navigation Company have run steamers at about monthly intervals. Two sailing vessels have loaded here for Marseilles. About half a dozen dhows loaded here for Bombay and went thither with the South Monsoon. There have thus been ample opportunities for shipping cargo and cheap freights have been obtained, the cheapest rates being those of the Bombay and Persia Navigation Company which has accepted produce for Marseilles at 1*l.* 15*s.* per ton of 1,000 kilos. The rates of freight by the British, German, and Portuguese Lines are as follows:—

RATES of Freight from Quilimane to London.

Description of Produce.		Rates per—		
		Mala Real Portugueza.	Deutsche Ost Africa Linie.	Union Steamship Company, Limited.
		£ s. d.	£ s. d.	£ s. d.
Coprah	Per 1,000 kilos. ..	3 0 0	..	..
	Per ton ..	..	3 15 0	2 16 0
Indiarubber	Per 1,000 kilos. ..	3 11 0	..	..
	Per ton ..	..	4 10 0	4 10 0
Sesame seed	Per 1,000 kilos. ..	2 11 0	..	..
	Per ton ..	..	3 0 0	2 16 0
Ground nut ^s	Per 1,000 kilos. ..	2 11 0	..	..
	Per ton ..	..	3 0 0	2 6 0
Beeswax	Per 1,000 kilos. ..	3 11 0	..	..
	Per ton ..	..	3 0 0	3 10 0
Baled hides	Per cent. ..	..	+ 10	..
	Per 1,000 kilos. ..	4 9 0	..	..
Orchilla weed, in bales	Per cubic metre ..	2 10 0	2 10 0	..
	Per ton ..	..	..	2 10 0
Ivory	Per cent. ad val. ..	2	+ 10	2
	Per lb. ..	..	1	..

NOTE.—Special rates are given to certain firms and for large quantities of produce.

RATES for Passengers.

Class.	Per Portuguese Line to Lisbon.	Per German Line to Hamburg.	Per British Line to London.
	£ s. d.	£ s. d.	Guineas.
First	44 1 3	47 10 0	50
Second	33 1 2	35 10 0	34
Third	23 2 0	25 0 0	23

The dhows coming from India suffered from bad weather on the voyage, and from 25 per cent. to 50 per cent. of cargo was lost. One dhow on its way to Beira from Quilimane was wrecked near Beira, and another on its way to Bombay was lost in the vicinity of Mozambique. The cargoes of these vessels are always underwritten, but very seldom the vessels themselves. A sailing vessel was wrecked on the Chinde bar when in the act of entering that port. Dhows coming from India are insured by private underwriters, cargoes to Europe, &c., either on open policies or through local insurance agents. There has been no Lloyd's agent resident in the port for half a year, the nearest being at Chinde. The Bombay dhows are the only vessels which come to Quilimane direct from outside; all other steamers or sailing vessels are coasters. A small steamer of about 50 tons runs weekly between Quilimane and Chinde connecting periodically with the Union Company's steamers. Freight to Chinde is 1*l.* per ton, and the same amount for each passenger. There is quite enough movement between the two ports to make this vessel pay fairly well. The steamers of Messrs. Rennie and Co., of the Deutsche Ost Africa Linie, have called every month at Chinde.

Landing and loading cargo has been performed by lighters propelled by oars. The cost of this work has considerably increased, partly owing to the enhanced value of the stamped rupees, and partly owing to the increased demand for boatmen, caused by the presence in port at one time of steamers of competing lines. The shipping companies have not yet increased their charges, but landing and loading is not such a profitable affair now as it was. Landing is charged at 7*s.* 6*d.*, and loading at 5*s.* per ton.

The entrance channel across the bar is now well buoyed, and a series of smaller buoys has been laid in the river at a point where the channel was difficult. The river buoyage unfortunately is not well maintained, and on several occasions the buoys have got out of position, or even disappeared altogether for weeks at a time. A new lighthouse is in course of erection, the range of whose light will be much greater than that of the former light. Two iron beacons, bearing lights and giving the bearing for crossing the bar, have been erected. The outer is placed on rails, so that the bearing may be readily altered to suit the shifting of the bar. The buoyage of Chinde bar is a measure very much

needed, as the channel has of late altered so much that the present beacons are entirely misleading.

Pilot.

A pilot can generally be obtained after entering the bar. It is now recognised that if he offers his services to a merchant steamer the vessel must take him on board and pay the fee; otherwise no fee is demanded.

Agriculture.

None on an extensive scale is done, with the exceptions before and after mentioned.

Sugar growing.

The Companhia do Assucar di Mozambique has planted 500 acres of sugar-cane, and has a reasonable prospect of a good crop ripening in the month of May. The sugar-cane tops were planted at different periods to insure a continuous supply for the mill when once started, and as the season has been a favourable one the fields in different stages of growth look very well. The mill is rapidly approaching completion, and will be in working order by the time the first cane is ready for cutting. It has a capacity of 10 tons play. In the same building, and worked by the same engine, is a rum distillery capable of working up all the remains from the sugar mill. The mill was supplied by a Glasgow firm. It is expected that the cane will give at least two tons of sugar per acre. The sugar turned out will be chiefly seconds, as that is the quality most in demand in Portugal, to which country, on account of the rebates allowed in colonial produce, most of the sugar will be shipped. A small quantity of refined sugar will be made for local sale. A light railway is to be run from the factory to the Zambesi, and the sugar transported thither for export via Chinde. Through the courtesy of the Sugar Company's Manager the meteorological observations taken at Mpanda have been available, and the means for 1891-92 are given under the heading of climate. The company has not attempted to crush any oilseeds, as all its available resources have been devoted to sugar. Other tropical plants, such as vanilla, pepper, cotton, and coffee have not yet passed the experimental stage.

Meteorological observations.

Animal and vegetable products.

None of the natives possess any animals but a few sheep and goats; as they do not use such for food themselves, they give little attention to their rearing. Cattle, however, appear to thrive well, and there are small herds in many places, the property of Europeans or half-castes. These are kept for show, and are not in sufficient number even to supply the small white population with meat. Fowls and ducks form the staple articles of food. These are reared by natives all over the country, and sold in the town. The fowls brought for sale are very small, and even when kept in a good run and well fed do not grow to a decent size. Excellent fish are brought up from the sea, also shrimps and shell-fish. All of the rivers abound in fish, some of them, like perch, are capital eating. Prices of fresh provisions are as follows:—

Articles.				Price.	
				s.	d.
Beef.	..	..	Per lb.	1	0
Vegetables	..	..	"	0	3
Bread	..	..	"	0	4
Fish.	..	..	"	0	10
Fowls	..	..	Each	0	7
Ducks	..	..	"	1	0
Eggs	..	..	Per dozen	0	6

In addition to the oilseeds previously referred to as export articles, the natives cultivate peas and beans of various sorts which they barter among themselves. The coast rice is grown, also maize, millet, sweet potatoes, tomatoes, and in the cold season most European vegetables can be purchased.

The native population is put down at 1,000,000, but there are no accurate data to found upon. Population and industries.

The European population is between 200 and 300. The majority of this is of Portuguese origin. There are also, however, British, French, German, Swiss, Dutch, Italian, and Austrian.

British Indians are this year rather less numerous than formerly. These come chiefly from Kutch and Porbandar.

There are no mines and no factories in the district other than the sugar factory before referred to. Mines and factories.

The rates of wages are as under:—

Native wages.

Description.		Amount.	
		From—	To—
		s. d.	£ s. d.
Cooks	Per month	12 0	1 0 0
Servants	"	6 0	0 12 0
Carpenters	Per day	0 10	0 1 8
Bricklayers			
Boatmen			
Blacksmiths	Per week	1 10	0 1 10
Labourers			

Besides pay, a daily ration of rice is usually given.

There are no roads, railways, canals, or bridges.

Public works.

The telegraph line has been completed to Chinde and Gwengue and Maquival, and is being rapidly pushed on to Tete. The main lines to Chilomo and Gwengue are well looked after, but that to Chinde cannot be relied on during the wet season. The telegraph is largely made use of, and is much appreciated by the merchants. The rate to or from any station on the system is 40 reis (about 2d.), and for each message a fixed charge of 4d. No public works of importance have been executed during the year. Telegraphs.

Newspaper.

A newspaper, supposed to appear weekly, is published at irregular intervals. It is not much made use of as a means of advertisement, and the opinions expressed in it have no weight with any one. General printing is done by the publishers of the paper, and it is said they make a good profit out of the numerous forms required by Government and the public.

Absence of British merchants. No commercial travellers.

As previously mentioned there is no British merchant in Quilimane, nor has the place been visited during the past year by the agent of any manufacturer desirous of establishing a connection here. The consequence of this and of the establishment of a German, a Swiss, and two French houses during the year, is the shrinking of British trade, and the extension of that of the nationalities above-mentioned. There is practically no competition between British and foreign goods, the former having no supporters.

Climate.

Appended is the result of meteorological observations taken during 1891 and 1892 at Mpanda, the head office of the Companhia do Assucar di Mozambique. Mpanda is in latitude 188°; longitude, 36° E; height above sea level, 130 feet. The observations were taken daily at 9 A.M. The figures given show the means of the daily observations:—

Year.	Barometer in inches.	Attached Thermometer.	Temperature in Degrees, Fahr.				Hygrometer.		Rain in inches.
			Maximum.	Minimum.	Solar Maximum.	Terrestrial Minimum.	Dry Bulb.	Wet Bulb.	
1891	30.30	75.62	80.29	66.02	141.2	59.62	78.69	72.12	38.53
1892	30.15	73.7	88.6	65.00	140.0	67.3	77.4	73.00	42.23

Prazos.

Appended is a table showing the rateable population, estimated annual revenue, and also the rents obtained in auction for the principal prazos in the district. The estimated annual rent of any one prazo is the total amount of taxes that may be collected in one year at the rate of 800 reis per annum, so that the Government, by adopting the system of farming the taxes, will gain annually the sum of 1,255,000 reis, and that without incurring the cost of collecting. This saving results partly from the diversions of trade in agricultural produce into the hands of the renters, as they only have a right to trade in any part of a prazo, whereas ordinary merchants must keep to certain fixed places appointed by the authorities on recommendation of the renters. Further, the renters will recoup themselves by developing the natural resources of the country by cutting and selling stone and timber, or planting some of the more valuable tropical products, coffee, cocoa, cotton, and rubber.

PRAZOS of Quilimane Let by Auction for the Year 1892.

Name.	Estimated Number of Adult Natives.	Estimated Annual Return.	Annual Rent Obtained at Auction.
		Reis.	Reis.
1. Macuse	12,500	10,000,000	10,000,000
2. Lycungo	6,750	5,400,000	5,000,000
3. Nameduro	4,500	3,600,000	3,510,000
4. Tire	2,500	2,000,000	2,715,000
5. Madal	3,750	3,000,000	2,650,000
6. Tangalane	1,125	900,000	1,060,000
7. Cheringone			
8. Quilimane de Sal			
9. Pepino	2,000	1,600,000	3,300,000
10. Carungo	4,000	3,200,000	2,700,000
11. Inhassunge	5,000	4,000,000	3,120,000
12. Boror	10,000	8,000,000	8,900,000
Total of 12	52,125	41,700,000	42,955,000
			41,700,000
			1,255,000

The lease of a prazo is for 25 years. The rent is payable half-yearly beforehand. The renter has to fulfil many obligations in addition to paying rent. Among the obligations are the keeping clean of all roads and waterways, the maintaining of depôts for supplying firewood to Government steamers, the establishment of schools, workshops, and model plantations, and the supplying of new seeds and plants to the natives, and the plantation of a certain acreage with coffee, cocoa, or cotton. The renters are all Portuguese. The proceedings of the renters are ruled and checked by an inspector-general, assisted by two sub-inspectors.

In March the people of Maganja, a coast district to the north of Quilimane, made a raid upon the district and pillaged Indian stores to the value of 30,000 rupees, and in the end of the year the people of the late Manoel Antonio de Souza did some damage in the vicinity of Senna. Disturbances during year.

The eight small river steamers imported several years ago by the Government have now been organised into a squadron for police work, with stations at Vicenti, Tete, and Zumbo. The estimated annual cost of the squadron is 34 contos (about 75,000*l.*). The organisation of this service ought to put a check on the pillaging of convoys of merchandise so common on the Upper Zambesi, and encourage trade there. Zambesi police service.

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